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[WHOLE NO. 132.

## MISCELLANY.

*From the National Intelligencer.*

### THE LATE COMMODORE BAINBRIDGE.

A work has lately issued from the Philadelphia Press by the title of "The Life and Services of Commodore WILLIAM BAINBRIDGE, United States Navy: By THOMAS HARRIS, M. D. Surgeon U. S. Navy." We have not yet met with this work, but are indebted for the title, and for what we know of it, to the June number of the American Quarterly Review. It has given us pleasure to learn through that channel that the life of this gallant naval hero has been written, and to know that we, and all who desire it, have it in our power to possess ourselves of such a memorial of a departed patriot and an esteemed friend. We hope that all our readers know enough of the naval history of our country, and of the merits of those officers who have distinguished themselves in the service, to thank us for even the following brief extract from the review of the acceptable work, by the above title, which Dr. HARRIS has presented to his country.

In 1803, Captain BAINBRIDGE was ordered to the command of the frigate Philadelphia, to cruise in the Mediterranean for the purpose of making prizes of the vessels of the Tripolitans, the Bashaw of Tripoli having recently declared war against the U. States. After cruising with some success, he experienced the most severe calamity of his professional life—the stranding and capture of his ship, which was followed by a cruel and protracted imprisonment of the officers and crew in the dungeons of Tripoli. The disaster is well narrated in his official letter. \* \* \*

A letter to his wife presents, in a very agreeable light, the character of Bainbridge disengaged of all official formality, and we are, therefore, the better pleased to quote it as a freer expression of his feelings.

"TRIPOLI, November 1, 1803.

"My dear Susan: With feelings of distress which I cannot describe, I have to inform you that I have lost the beautiful frigate which was placed under my command, by running her a-soul of rocks, a few miles to the east of this harbor, which are not marked in the charts. After defending her as long as a ray of hope remained, I was obliged to surrender, and am now with my officers and crew confined in a prison in this place. I enclose to you a copy of my official letter to the Secretary of the Navy, from which you will learn all the circumstances in detail connected with our capture.

"My anxiety and affliction does not arise from my confinement and deprivations in prison—these, indeed, I could bear if ten times more severe; but is caused by my absence, which may be a protracted one, from my dearly beloved Susan; and an apprehension, which constantly haunts me, that I may be censured by my countrymen. These impressions, which are seldom absent from my mind, act as a corroding canker at my heart. So maddened am I sometimes by the workings of my imagination, that I cannot refrain from exclaiming that it would have been a merciful dispensation of Providence if my head had been shot off by the enemy, while our vessel lay rolling on the rocks.

"You now see, my beloved wife, the cause of my distress—my situation in prison is entirely supportable—I have found here kind and generous friends, such as I hope the virtuous will meet in all situations; but if my professional character be blotted; if an attempt be made to taint my honor; if I am censured, if it does not kill me, it would at least deprive me of the power of looking any of my race in the face, always excepting, however, my young, kind, and sympathizing wife. If the world desert me, I am sure to find a welcome in her arms—in her affection, to receive the support and confidence which none others can give.

"I cannot tell why I am so oppressed with apprehension; I am sure I acted according to my best judgment; my officers tell me that my conduct was faultless; that no one indeed, could have done better; but this I attribute (perhaps in my weakness) to a generous wish on their part to sustain me in my affliction.

"I hope soon to hear that your health is good, and, although grieved at my misfortune, are yet surrounded by dear and condoling friends, who will, in some measure, assuage your affliction. Perhaps, too, you will be able to tell me that I have done injustice to my countrymen—that, so far from censuring, they sympathize, and some even applaud me. God grant that this may be the case—and why should it not? The Americans are generous, as they are brave. I must stop, my dear wife, for I see I am disclosing my weakness; these are the mere reveries which daily pass through my heated brain.

"I beg that you will not suppose our imprisonment is attended with suffering; on the contrary, it is, as I have already assured you, quite a supportable state.

"Your ever faithful and affectionate husband,  
"WILLIAM BAINBRIDGE.  
"Mrs. SUSAN BAINBRIDGE, Perth Amboy."

The details of the captivity would occupy too much of our limits; we cannot, however, take leave of the subject, without adverting to some circumstances which, for the honor of human nature, it is delightful to dwell upon. The prisoners were not abandoned to their own fortitude and mutual cheering to bear up under the weary sufferings of a captivity in a heathen citadel. They found friends from whom they received a most affectionate solicitude—a feeling springing in one instance from the sympathy of Christianity, and in another from the native sympathy of humanity.—The Danish consul, Mr. Nissen, a man of most active and fearless benevolence, proved, during their captivity, his invaluable friendship, and rendered to them services which Congress was afterwards well employed in acknowledging by a vote of thanks. The heart of the other friend of the captive sailors beat, where they could have least expected it, beneath a Moorish garb: a truer and more Christian charity could not have been manifested than by the kindness of one of the Tripolitan ministers of State, Sidi Mohammed Dgheis, who anxiously sought every occasion to alleviate the sufferings of the prisoners—pledged the life of his son for the sanctity of Bainbridge's parole of honor—and at length, by his statesmanlike decision, brought the captivity to its termination.\*

Captain Bainbridge's mind was not inactive while he was immured in the dungeons of Tripoli, where he conceived a project for the destruction of his captured frigate, which, by the agency of his friend, the benevolent Dane, he communicated to Commodore Preble. The accomplishment of the plan by Decatur was one of the most intrepid and distinguished exploits upon our naval annals, and the weight of some weary hours of a cruel captivity was probably lightened by the reflection that the captive was able, by the suggestion, still to render good service to his country. Captain Bainbridge took occasion, also, to indicate to Commodore Preble a plan for the bombardment of Tripoli, which was effected in a manner well calculated to reduce the Bashaw to terms of peace. The Government has adopted a wiser policy than sending ships as bearers of tribute. The letters from Commodore Preble to Captain Bainbridge, during this period, afford conclusive evidence at once of the admirable

\*We have recently observed a notice of the death of this estimable individual, Sidi Mohammed Dgheis, at Smyrna. After having filled some important stations under the Ottoman Government, he was occupied during the latter twelve years of his life in the discharge of some editorial functions, and left behind him the memory of his friendship to the American captives.

conduct of the latter in the season of his adversity, and of the generous and kindly spirit of the former, who has left the memory of one of the most accomplished and gallant officers of our early navy.

The officers and crew of the Philadelphia, after enduring a captivity protracted to upwards of nineteen months, were set at liberty, and the first use of their recovered freedom displayed a trait of the seamen's character; that strange compound of the stormy tongue and the weatherbeaten brow with a melting tenderness of heart. The expiration of a nineteen months' captivity furnished the sailors with a superabundance of happiness, which sailor-like they proceeded at once to disburse like the accumulated pay of a three years' service.

"During the captivity of our countrymen, and some months previously to the conclusion of the treaty of peace, the imprisoned sailors and marines informed Captain Bainbridge, by letter, that one of their keepers, a Neapolitan, had treated them with great humanity and kindness, and that they were desirous of reciprocating the favors which he had so generously bestowed upon them. This keeper being a slave, and anxious, like themselves, to be liberated, they requested their commander to authorize the purser to advance from the pay then due to them the sum of seven hundred dollars, the amount demanded for his freedom. So soon as they were informed that peace was concluded, their application was renewed, and, in obedience to their wishes, the money advanced them by the purser; the benevolent slave was redeemed from bondage, and conveyed in safety to his native country in one of our national vessels. When our sailors and their freedman separated at Naples, a poignancy of feeling was exhibited which would have done honor to those who move in more elevated walks in life, and who pretend to more refinement of sentiment."—p. 126.

During a furlough which had been granted to him, Captain Bainbridge returned to the merchant service, and was in the city of St. Petersburg, entrusted with an important mercantile negotiation, when he received intelligence in 1811 of the threatening difficulties between the U. States and Great Britain. By a desperate journey in the depth of winter, he travelled from the north of Europe, and, without a day's heedless delay, embarked for the United States to report himself for active service, which he was enabled to do in the early part of 1812.

That the Government should not, previously to the late war, have felt that confidence in the naval arm of national defence, which was established by the success of that contest, is not surprising. We are aware that when Captain Hull sailed on his cruise in the Constitution, the letter of instructions which he received from the Navy Department was one of the most caution-teaching description. The remarkable stress laid upon the jeopardy of bringing his ship into action would, we think, have justified that gallant officer to his superiors, if, when he encountered the Guerriere in all the untamed pride of the British Navy, he had relied upon the sailing rather than the fighting qualities of "Old Ironsides." The Secretary of the Navy obviously never anticipated that our favorite frigate would win her well-known title—he would have been quite content if she had returned into port as "Old Swiftsure." The extent of the timidity which prevailed in the councils of the National Executive is, however, more strongly developed by a fact brought to light in the present memoir, for we do not recollect to have seen it elsewhere recorded.

"After remaining in Washington a few weeks, during the deliberation of Congress on the subject of a declaration of war against Great Britain, he was ordered to the command of the navy yard at Charlestown, Massachusetts. Before leaving the seat of Government, he learned with infinite regret and mortification that, in a cabinet council, it was determined that our vessels of war should be placed in ordinary! as it

was deemed unwise to jeopard our few frigates and sloops of war in a contest with the gigantic Navy of our enemy. Capt. Bainbridge consulted Capt. Charles Stewart, who was also then in Washington, on the propriety of remonstrating against this measure.—They accordingly drew up a letter to the Secretary of the Navy, which both signed, stating, in forcible language, that such a course would have a most chilling and unhappy effect on the spirit of our officers. The effect on the People of the United States would be an unwillingness hereafter to support the expense of a Navy which had been thus pronounced useless during a period of national peril. They further stated, that our vessels, by sailing singly, might materially injure the commerce of the enemy, and that, in any conflict with an equal force, they were very sure the result would redound to the honor of our Navy. If we were even to lose some of our vessels of war, it would be better to do so than that they should be ingloriously laid up in harbor while other branches of the service were gallantly contending in the field. From the high discipline of our Navy, and from the eagerness of our officers and crews for the contest, they felt perfectly assured that, if our vessels did not prove invariably triumphant, they would certainly never disgrace themselves or the nation. This letter had its effect; our men of war were permitted to cruise, and the result has shown the truth of their predictions.

"Commodore Stewart happened to be in the Navy Department at Washington, when Midshipman Hamilton arrived as bearer of despatches from Commodore Decatur, commanding the frigate United States, with the flag of the Macedonian, which he had captured.

"After the usual congratulations, occasioned by the news of the third victory gained in a few months over the enemy, Mr. Hamilton, then Secretary of the Navy, remarked, "We are indebted to Bainbridge and yourself for these flags and victories. Had it not been for your strong remonstrance, not a vessel of war belonging to the Government would have left its anchorage."—pp. 134—136.

There is a story as old as the "fucetiae" of that Grecian Joe Miller, Hierocles, of the wisdom of a fond mother, who forbade her son to venture into water before he knew how to swim. The Government of the United States was very near giving, upon a large scale, another instance of the same sort of sagacity; and was, it appears, only saved from playing the old woman by the spirited remonstrance referred to in the quotation. The untoward loss of the document, which was destroyed in the conflagration of the Navy Department in 1814, is much to be deplored, for the lustre it would reflect on the memory of a deceased officer, and on the honor of the survivor. Each of them, and in the same honored ship, most gloriously redeemed the pledge which was implied, if not expressed, in their remonstrance. It was Commodore Stewart's peculiar fortune, by the engagement between the Constitution and Cyane and Levant, which resulted in the capture of two British sloops of war, to elevate the reputation of the service, not only for courage, but for nautical talent and ability, and, at the same time, to establish an important principle in naval tactics. The capture of the Java by the Constitution gave to Commodore Bainbridge the renown of one of the leading victories of the war. Our space does not allow us to dwell upon the details of it, and we can only remark, that the battle was not better fought than the victory was nobly used. It was a conflict which served to show that, contrary to the opinion of a significant old writer, a sea victory may have as much honor as one achieved by land, and that the laurel got at sea has as lively a verdure as that which is gained on shore.

It is an excellent taste that Dr. Harris has given in the memoir great prominence to the personal intercourse between Commodore Bainbridge and those whom the fortune of war placed in his power. The

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description of it is in admirable relief to the narrative of hostilities; and especially at the present day, when animosities of the war have given place to the kindly and true feeling which is mutually cultivated by the two countries, it is pleasing to pass from estimates of killed and wounded to interchanges of the humanities of life. The strong personal esteem, and even affection, entertained for Commodore Bainbridge by his prisoners of war, did great honor to his character.

*From the New York Daily Express.*

#### STEAM MACHINERY APPLIED TO NAVIGATION, &c.

Mr. Arago, the celebrated astronomer and *savant*, has published in the *Annaire du Bureau des Longitudes*, for 1837, a very interesting article on the discovery of the power of steam, applied to machinery and navigation. The learned academician explains how, having undertaken at the request of the pupils of the Polytechnic School to describe, in a chronological manner, the improvements which the steam engine has undergone from its origin to the present day; and, impressed as he was with the idea of its having been discovered by the English, he had acquired a conviction that the latter were not the sole and first inventors of the steam-engine. After quoting the passages of the British authors who have written on the subject, such as Dr. Rees, Professor John Robinson, of Edinburgh; Dr. Thomas Young, Professor Millington, Dr. Lardner, M. Nicholson, &c., who concur in proclaiming their countrymen the inventors of the steam-engine, and the Marquis of Worcester to have been the first who thought of, and used steam as an agent, M. Arago takes a general view of the question, and clearly demonstrates that the ancients were acquainted with its power. He then refers, in particular, to an engine invented by Hero of Alexandria, who lived 120 years before J. C., and described in his treatise, entitled *Spiritalia seu pneumatica*, which was evidently put in motion by steam. So perfect, indeed, does this engine appear to have been, that a French engineer has lately secured its possession by a patent, and expects, by means of a few alterations in it, to make it a source of considerable profit. As another proof that the ancients were perfectly aware of the power of steam, M. Arago cites the opinions of Aristotle and Seneca, who ascribed earthquakes to the sudden transformation of water into steam, which was effected, according to them, in the bowels of the globe, by a subterranean heat.

Taking it for granted that steam was known in antiquity, the learned academician proceeds to examine which, among modern nations, was the first to discover its useful qualities; and after a conscientious investigation of the subject, he arrived at the conclusion that it was *Salomon de Caus*, a Frenchman, who appears, in modern times, to have had the first notion of the power of steam. He then quotes several extracts from a book\* published by that engineer, at Frankfort on the Main, as early as 1615, and one Theorem in particular, in which *Salomon de Caus* describes a machine "for making water ascend, with the aid of fire, above its level." This machine, a particular description of which he gives is, according to Mr. Arago, a perfect steam-engine.

*Branca*, the author of a compilation entitled "Le Machine del Sig. G. Branca: Roma, 1629," is mentioned as the inventor of steam-engines, because, among the machines he refers to, there is an eolipile placed on a brazier, and constructed in such a manner that the current of steam, issuing from a tube, strikes the wings of a small horizontal wheel, and makes it turn. M. Arago observes that the wind of a common bellows would evidently produce a similar effect; that nothing proved this eolipile to be the

first embryo of our present steam-engine; and that moreover, the work published by *Branca* was posterior, by many years, to the two first editions of that of *Salomon de Caus*.

M. Arago next inquires into the title of the Marquis of Worcester to his pretended priority of invention, founded on the description of a machine, considered by the English authors as the first fire engine, and which was published in 1663, in his work entitled "Century of Inventions." The Marquis there states having found an admirable and most powerful means of raising water with the aid of fire. "Having," he said, "taken a piece of cannon, the mouth of which had burst, and having filled it to the three quarters with water, and hermetically closed its mouth and touch-hole, and kept a fire constantly burning under it, in the course of 24 hours the cannon had burst with a tremendous explosion. Having then found a manner of making my vessels so that they are strengthened by the force within them, and which fill one after the other, I saw the water flow in a continued manner, like that of a fountain, to the height of forty feet. A vessel of water, rarified by the action of fire, raised forty vessels of cold water." &c. &c.

In analyzing this paragraph, the only one written by the Marquis of Worcester on the subject, M. Arago views it, first, as a mere experiment, calculated to show that water reduced into steam may, in the course of time, burst the vessels containing it. Now, that experiment was not new at the time; it was known in 1605, for Flurence Rivault expressly says that eolipiles burst with great noise when the steam finds no passage to escape. This author even adds, "The effect of the rarefaction of water is calculated to terrify the most courageous of men!"† M. Arago next discovers, in that paragraph, the idea of raising water by means of the elastic force of steam, which idea, he says, belongs to *Salomon de Caus*, who had published it *forty-eight years* before the English, together with the description of the engine, mentioned by Worcester to have been invented by himself. M. Arago then contends that all the British writers, who agree in representing the Marquis as the inventor of the steam-engine, must have had no knowledge of the work of *Salomon de Caus*, or else they should have inscribed his modest name wherever, until now, that of the Marquis of Worcester has figured in their writings as the inventor of this valuable discovery.

Sir Samuel Moreland, too, wrote on the power of steam; but his manuscript, which is still preserved in the British Museum, bears the date of 1683, and is thus posterior by 68 years to the publication of the book of *Salomon de Caus*, and by twenty years to the date of the patent taken out by Worcester.

Denis Papin, another French Engineer, who was forced to quit his country after the revocation of the Edict of Nantes, took refuge at the Court of the Landgrave of Hesse, and professed mathematics during several years in the University of Marburg. As early as 1690, Papin published a memoir, containing the most methodical and clearest description of the fire engine, known at present under the name of *atmospherical engine*, and a suggestion of the practicability of applying the power of steam to the navigation of rivers.

The English engineer Savery took out a patent, in 1698, for an engine very like that of *Salomon de Caus*, and M. Arago only concedes to the former the honor of having first executed, on a larger scale, an exhaustion steam-engine, and that of having obtained the condensation of steam by the refrigeration, occasioned by aspersions of cold water on the exterior surface of the metallic vase which contained it—an ingenious means, he says, of producing a vacuum, which Papin had described eight years before.

Newcomen and Cawley, who took out a patent in

\* *Les Raisons des Forces Mouvantes, &c.*

† *Elements d'Artillerie*, p. 128; Paris, 1605.

1705 for an *atmospherical engine*, the first applied to manufacturing purposes with some success, were, in M. Arago's opinion, mere plagiaries of Papin, who had made the same, on smaller proportions, in 1690 and 1695.

M. Arago then enters into a long account of the improvements introduced into steam-engines by the immortal Watt, and next proceeds to examine the question of priority, as regards the first establishment of steam-boats. The learned academician supposed that the question at issue was solely between the English and Americans, before devoting himself to the investigation of the matter. Fulton he *prima facie* sets aside, because the English can produce the writings, by far anterior, of Jonathan Hall and Patrick Miller,—an unanswerable argument, in his opinion, against Fulton's pretensions; and he then undertakes to prove that France had claim to this glorious invention anterior to either England or America.

The work of Jonathan Hall is of 1737, and is entitled, "Description and figure of an engine lately invented to tow vessels and ships into harbors, ports, and rivers, or bring them out, against wind and tide, or during a calm; on which occasion His Majesty George II. granted letters patent to the author, to be enjoyed by him, during fourteen years; by Jonathan Hall." This work contains, 1st, the figure and description of two paddle-wheels, placed at the stern of the vessel, and which were intended as substitutes for ordinary oars: 2dly, a plan for making the axle-trees of those wheels turn, by means of Newcomen's engine, then well known, but only applied to raise water by fire.

The work of Patrick Miller appeared in Edinburgh in 1787. It contains likewise a description of paddle-wheels, intended to serve for propelling canal boats, and the account of the various experiments tried by the author, to impart a rotary motion to the wheels.

"That is all," observes M. Arago, "the English could adduce against their American antagonists, to substantiate their claim to a priority in establishing steam-boats. I must here be allowed to quote my authority." He then quotes the following passage from a work of Papin, dated 1695—"It would be too long to describe here in what manner this invention (the atmospherical engine) could be applied to drain mines, to throw bombs, and row *against the wind*." "I cannot, however, abstain from remarking how much this power would be preferable to that of galley-slaves, to navigate with rapidity at sea." Papin then criticises the use of men as agents, who, he says, occupy a large space and consume a great deal, even when they do no work, and observes that his tubes or pumps would be less cumbersome; "but," adds he, "as they cannot be conveniently adapted to ply common oars, it would be necessary to substitute to them rotary oars." Papin says that he saw oars of that description fixed to an axle tree, on a boat belonging Prince Robert of Hesse, and which were turned by horses. He thought, however, they might be put in motion by the aid of a steam-engine, and entered into a long dissertation on the manner in which this result could be obtained. M. Arago concludes, from these quotations, that Papin had proposed to propel vessels by means of steam, in a work printed forty-two years before that of Jonathan Hall, who is considered in England as the father of steam navigation. He remarks, however, that the substitution of paddle wheels for common oars does not belong to either Papin or Hall; that, in ancient times, wheels were sometimes used instead of oars, and that the first experiments made in modern times, to ascertain the relative advantages of the two modes of impulsion, do not extend farther back than the year 1699; and that it was a Frenchman, M. Du Quet, who tried them.

M. Arago then insists that it was M. Perier, a French gentleman, who first caused a steamboat to be constructed, a fact evident from a work of M. Du-

crest, published in 1777, which contains an account of the various experiments he had made in the presence of that engineer; that experiments on a larger scale were tried, in 1778, at Baume les Dames, by the Marquis de Jouffroy; and that this nobleman had a large boat of the same kind constructed (140 feet long, by upwards of 20 feet wide) to navigate the river Saone; and that M. de Jouffroy had demanded a patent, which would have been granted to him but for the Revolution, which compelled the inventor to emigrate; that the essays made in England by M. Miller, Lord Stanhope, and Mr. Symington, were much posterior, since the first took place in 1791, those of Lord Stanhope in 1795, and the experiment tried by Symington, in a canal of Scotland, in 1801. That, finally, the experiments of Messrs. Livingston and Fulton, in Paris, being only made in 1803, could insure those gentlemen no right to the invention, as Fulton had a full knowledge of the experiments of Messrs. Miller and Symington, in England, and that several of his own countrymen, Mr. Fitch among others, had tried public experiments of the kind as early as 1786.

M. Arago dismisses, rather cavalierly, the claim raised by M. Navarrete, in 1826, in favor of the Spaniards, as the inventors of steam-boats, and perhaps of the steam-engine itself. Those pretensions rest on apparently as well-founded titles as those he adduces on behalf of his own countrymen, but with this difference, that the Spanish authorities are manuscript and the French printed. I shall here transcribe the note inserted by M. Navarrete, in the astronomical correspondence of Baron de Zach, and which had been furnished to him by M. Thomas Gonzales, director of the royal archives of Simancas.

"Blasco de Garay, a sea captain, proposed, in 1543, to the Emperor and King Charles V., a plan for propelling vessels and large boats, even in calm weather, without sails or oars.

"In spite of the obstacles and opposition which that project met with, the Emperor ordered an experiment of it to be made in the harbor of Barcelona, which accordingly took place June 17, 1543.

"Garay refused to let any body into the secret of his discovery. Nevertheless it was seen, when the experiment was made, that it consisted in a large boiler of boiling water, and in rotary wheels, placed on both sides of the vessel.

"The experiment was tried on a vessel of 200 tons, called the *Trinity*, Captain Pedro de Scarza, who had arrived with a cargo of corn from Calibre, in Barcelona.

"The persons who assisted at the experiment, by order of Charles V., were Don Henri de Toledo, Don Pedro de Cardona, the treasurer Ravago, the Vice-Chancellor, and the Intendent of Catalonia.

"In the reports sent in to the Emperor and printed, all generally approved this ingenious invention, particularly on account of the promptitude and facility with which the vessel was made to turn round.

"The treasurer, Ravago, who was hostile to the project, stated that the vessel advanced two leagues in three hours; that the engine was too complicate and expensive, and that there was danger in the boiler bursting. The other commissioners declared that the vessel wheeled round with as much swiftness as a galley manœuvred in the usual manner, and advanced one league in an hour at least.

"After the essay had been made, Garay carried away the engine he had placed in the vessel, left the timbers in the arsenal of Barcelona, and took away the rest with him.

"Notwithstanding Ravago's opposition, the invention of Garay was approved; and if the expedition, in which Charles V. was then engaged, had not interfered, he would, in all probability, have encouraged it. The Emperor promoted the author to a higher rank; made him a present of 200,000 maravedis; ordered

the treasury to pay all his costs and expenditures; and conferred on him besides several high favors.

"Those facts result from original documents and registers, reserved in the Royal archives of Simancas, among the commercial state papers of Catalonia, and those of the Secretaryship of war, of the land and navy department of said year 1543.

THOMAS GONZALES.

"Simancas, August 27th, 1825."

M. Arago, in examining this claim, lays down as a general thesis, that the history of sciences must exclusively rest on printed documents, and that manuscript evidence ought to be set aside, as it was impossible to ascertain the accuracy of the date assigned to them. Then admitting that the document cited by Navarrete is of 1543, and that the extract of Gonzales is faithful, M. Arago says that it only proves that an attempt to propel boats by certain machinery, and nothing more, had been made. Because the machinery contained a boiler, it did not follow that it was a steam-engine. There exists, in various works, projects of engines, in which fire is seen under a boiler filled with water, without steam acting any way as an agent; as for instance in the machine of the old French engineer Amontons. Moreover, adds M. Arago, Garay having declined showing his machine to any one, not even to the commissioners appointed by the Emperor, any attempt made, after a space of three centuries, to ascertain what it consisted of, could evidently be attended with no certain result.

M. Arago concludes from his researches that Salomon de Caus, a Frenchman, is the real inventor of the steam engine, and that Papin, another Frenchman, is the father of steam navigation. He however admits that the first steamboat, not given up after a trial thereof had been made, the first appropriated to the conveyance of men and goods, was that built by Fulton in New York, in 1807, and which plied between that city and Albany. In England, the first steamer, the *Comet*, was constructed on the Clyde in 1812; and the second, which navigated between Yarmouth and Norwich, in 1813; but M. Arago omits to add that the first steamboat floated in France was not launched before the year 1820.

The following letter, taken from the Literary Magazine of 1807, is quite a curiosity at this day. We distinctly recollect the boat, and voyage up the river, referred to, and the congratulations of Mr. Fulton's friends on his return from Albany, and the often expressed convictions of the learned of that day, "That the greatest possible results had been obtained, when the boat had been propelled at the marvellous rate of four miles an hour."

Mr. Robert Fulton, the ingenious inventor of the machines called torpedoes, some account of which was given in our last number, has likewise constructed a steam-boat, calculated to sail both against wind and tide. The following letter to Mr. Barlow, containing an account of its first voyage, will be gratifying to every friend to the commerce and agriculture of this country.

To JOEL BARLOW, Philadelphia.

NEW-YORK, Aug. 22, 1807.

My Dear Friend—My steam-boat voyage to Albany and back has turned out rather more favorable than I had calculated. The distance from New York to Albany is 150 miles; I ran it up in 22 hours, and down in 30. The latter is just five miles an hour. I had a light breeze against me going and coming, so that no use was made of my sails, and the voyage has been performed wholly by the power of the steam engine. I overtook many sloops and schooners beating to windward, and passed them as if they had been at anchor.

The power of propelling boats by steam is now fully proved. The morning I left New-York, there was not perhaps thirty persons in the city who be-

lieved that the boat would ever move one mile an hour, or be of the least utility. And while we were putting off from the wharf, which was crowded with spectators, I heard a number of sarcastic remarks: this is the way, you know, in which ignorant men compliment what they call philosophers and projectors.

Having employed much time and money and zeal in accomplishing this work, it gives me, as it will you, great pleasure to see it fully answer my expectations. It will give a quick and cheap conveyance to merchandise on the Mississippi, Missouri, and other great rivers, which are now laying open their treasures to the enterprise of our countrymen. And although the prospect of personal emolument has been some inducement to me, yet I feel infinitely more pleasure in reflecting with you on the immense advantage that my country will derive from the invention.

However, I will not admit that it is half so important as the torpedo system of defence and attack; for out of this will grow the liberty of the seas; an object of infinite importance to the welfare of America, and every civilized country. But thousands of witnesses have now seen the steam-boat in rapid movement and they believe, they have not seen a ship of war destroyed by a torpedo, and they do not believe. We cannot expect people in general will have a knowledge of physics or power of mind sufficient to combine ideas, and reason from causes to effects. But in case we have war, and the enemy's ships come into our waters, if the Government will give me reasonable means of action, I will soon convince the world that we have surer and cheaper modes of defence than they are aware of.

Yours, &c.

ROBERT FULTON.

#### GENERAL MOREAU.

This distinguished military officer, it will be recollect, was killed at Dresden, kingdom of Saxony, in the battle of that place of the 27th August, 1813, in opposing Bonaparte's invasion of Russia. A foreign correspondent of the New York Commercial Advertiser, in a letter from Dresden, thus alludes to the event, and describes the monument since erected to his memory.

After the unfortunate expedition into Russia in 1812, Bonaparte, having assembled another army, marched into Germany, with the hope of retrieving his recent disasters. With this army he reached Dresden, but he could not advance into Russia, because he found that the combined forces of the Russians, Austrians, and Prussians, (which were soon after joined by the Swedes) were likely to be too powerful for him.

The allied forces having advanced upon Dresden, where the French forces were encamped on the southern side of the Elbe, and of the city, were prevented from crossing over the northern side by the destruction of the bridge on part of the French. They crossed, however, above and below, by means of temporary bridges, and encamped on the heights on the south side at a distance of three or four miles from the French lines. General Moreau, who, like Bernadotte, had been long opposed to the career of Bonaparte, had retired some years before to America. But at the solicitation of the allied powers he returned to Europe, and was appointed to a very high command in their army. The battle of Dresden was the first in which he took part, and in that battle he was killed, I think by one of the first (if not the very first) cannon balls that were fired. Both his thighs were carried off by the ball.—I was standing at this time by the side of the Emperor Alexander. The monument which is erected to his memory stands on the very spot where he stood at that fatal moment. It consists of a block of reddish granite, of 4 feet in height by three feet in breadth and thickness. It rests on a mass of large stones which give it an elevation of a foot or two.

On the top of the granite block is a bronze slab, less than the surface of the granite block, and about four

inches in thickness. On that plank lies a bronze sword, and on the sword a wreath or crown of bronze, in imitation of laurel, and over the wreath is a bronze helmet. On the side next to the city is an inscription denoting that General Moreau was there killed, at the side of the Emperor Alexander, on the 27th of August, 1813. Three trees, which have now attained to a considerable size, stand around this monument and overshadow it. It stands in the centre of a grass plat some ten yards square. All the space around is covered with the waving wheat on one side, and flax and oats on the other. A winding path conducts across to a road which leads out from the city in a southern direction, across the heights which bound the valley, or rather basin, in which Dresden is situated.

A small tree is pointed out, quite near to the town, on the south side, which is said to have been planted on the spot where the cannon stood, from which the unerring shot was fired that killed General Moreau.—The distance, in a straight line, may be a mile and a half, or near it. It makes a considerable angle with the horizon, and it is remarkable that the allies, having so much the advantage in point of position, were notwithstanding defeated and driven back by the French. The battle is said to have been observed by inhabitants, from the tops of the remoter houses, and from the dome of the Notre Dame, which bid defiance to the bombs of the allies, with the greatest interest—a fact which any body may readily believe.

FROM THE CHARLESTON COURIER.

#### TOPOGRAPHY OF EAST FLORIDA.

CHARLESTON, June 23, 1837.

*To the Editors of the Courier:*

GENTLEMEN: The phenomenon, on the coast of Florida, as described by Captains Sisson, Pettigru, and others, in your paper of this morning, is not new, though the mineral properties of the water are certainly so. The spring off St. Anastasia island, south of St. Augustine, has been long known to navigators, and I have heard of those who have profited from it, in obtaining a supply of fresh water. The doubts which prevail, as to its existence, may be traced to the fact that it intermits, and, at certain seasons, "no agitated sea, like a shoal," is to be discovered in that quarter. Its appearance changes with circumstances—the surface sometimes larger or smaller, and more or less agitated, according to the greater or less quantity of water evolved. These marine springs are not uncommon along the coast of Florida. In addition to those mentioned in your paper, there is a very imposing one in the latitude of Jupiter inlet, and being immediately off a point of rocks projecting into the sea, it has not unfrequently caused much uneasiness to navigators who have unexpectedly encountered it. This I have seen in its most angry state of ebullition, and but for the discoloring of the water, changing it from the deep green of the sea to the muddy mixture of the interior rivers, it would have been difficult to have ascribed the agitated state of the ocean to any other cause than the rocky projections and shoals so visible in that latitude. The origin of these springs has been a subject of some speculation to the writer of this article. The cause seems simple, explaining at once their existence, as well as their occasional intermission. The eastern section, indeed, the interior of Eastern Florida, generally, with the exception of some spurs, or projecting high lands on the western boundary, as low down as the bay of Tampa, is exceedingly depressed. Its surface is elevated but a very few feet, if any, above the highest water of the tides. Indeed, in speculating, in my wanderings, on the origin of that portion of the Territory, I have thought that the whole region was at one time a bank, similar to the Bahama, submerged in the deep, spotted with sand, coral, and madrepore keys, and which have either been elevated by the sands thrown on its surface from the innumerable currents and counter-currents coming in conflict in that quarter, or from the ocean itself receding. Once dry, and acquiring a growth of marsh, grass, weeds, and brush wood, in succession, its elevation in the interior has been annually increased; while the winds prevailing for many months from the same quarter on the sea shore, sea sand

ridges, and of singular regular formation, (more like the parapets of a fort, shaped with the eye of an engineer,) have been formed, presenting barriers to the encroachments of the ocean. It is easy to conceive that a country thus formed, hollow in the interior, like a basin, and the receptacle, at certain seasons of the year, of the *waters of nearly three months' incessant rain*, must find some vent for these inundations. The first is by the hollows, or more depressed spots in the country, which are the lakes, for which Florida is remarkable, the beds of which, being lower than the level of the sea, always retain their waters at that level, parting with the surplus only, which rises above. The second is, by the rivers formed by these accumulated floods, and which, in contributing their supply, force their way through the said hills to the great reservoir, the ocean. It is a subject for interesting, if not instructive speculation, to witness the annual war waged between the *waters* of these rivers, and the *winds*, and the *waves*, and the *sands of the sea*, struggling to obstruct them. In the seasons of the mighty flood, the rivers become stronger, and *force* and *deepen* their way into the ocean; the flood subsiding; the unwearied surf which beats with the *eastern breeze* on that coast; the winds blowing for nearly six months, and almost uniformly from the same quarter, and the moveable sand-heaps under their control, again conspire, and close up the channel ways, which the rivers, now too weak to resist, are compelled to submit to. In some instances, the ocean coalition have completely triumphed. Jupiter inlet, though at one time admitting of a depth of 7 or 8 feet water, has been entirely closed, and the accumulated waters of that river have been forced to form a junction with the Indian, creating, in all its characteristics, another St. John's, draining the southern everglades, and coursing parallel with the ocean for many miles, before it mingles, in a higher northern latitude, its waters with it. Further south, the bar of the *Rio Seco* (which means *Dry river*) has likewise been closed, and forced to discharge into a chain of lakes, which, if not already united, will one day find an outlet by New river, which, running south, mouths about twenty miles north of the Cape. The contest waging in this quarter between the sea and the river is destined, at no distant day, to force that river to seek a protection under the lea of Key Biscayne. Its present mouth is now six miles south of what it was ten years ago, when visited by the undersigned. In a country so peculiar, and based, as it is, in many parts, on calcareous and porous rocks, and madrepore formations, in addition to its surface drainings, it must often use subterraneous canals for discharging its suddenly accumulated waters. Florida is not only remarkable for these subterranean streams, but in many instances, her visible rivers disappear, and prefer a concealed channel for the venting of their waters.—These phenomena would seem to explain, and in a very simple manner, those marine springs seen on the coast of Florida. As the floods descend, and the waters in the basin become more elevated than those on the ocean, they begin to discharge by all the outlets afforded by Nature. Where surface rivers fail, the subterraneous passages are substituted; and if we were to examine, we would probably find that at all the points in the sea where these springs have been discovered, the basis of the country adjacent was either rock or the madrepore formation. I know this to be the fact in relation to the spring off Jupiter inlet—and that described by Captain Sisson is abreast of St. Anastasia island, the whole base of which is of that shelly formation of which the fort and principal buildings of St. Augustine are constructed. Whether the waters, in passing through the subterranean caverns of rocks, imbibe mineral properties, or whether the mineral springs themselves, of which Florida abounds, of sufficient elevation at their source, thus find a subterraneous connexion with, and pour their overflows into the sea, are facts, if beyond our ken, very simply explained by most plausible conjectures.—That these springs exist—that they appear and disappear, with the rise and the fall of the springs and floods of the interior, are facts notorious to many. Whether the solution of their origin and intermission are satisfactory, is for those to speculate on who are fond of looking into and tracing the causes of these supposed phenomena in the natural world.

Respectfully, yours,

JAMES GADSDEN.

*From the New York Evening Star.*

**THE FOURTH OF JULY—CORPORATION DINNER.**—The Fourth of July was celebrated in a manner worthy of a free, a patriotic, and a generous People. All classes of citizens—the rich and the poor—the young and the old—the veteran patriots of the Revolution, and the intrepid soldiers of the War of Independence—the native and the adopted citizen—all seemed to participate, like a band of brothers, in the rejoicings which so appropriately distinguish the day. Such is the unsubdued and patriotic spirit of our People, whether weighed down by adversity or flushed with prosperity, whether enjoying happiness or partaking of despondency, they alike cling to the ark of their safety, **THE SPIRIT AND THE PRINCIPLES of '76.** The late celebration, too, was equally distinguished for the moderation and decorum which universally prevailed. The Military, which generally make a fine appearance on public occasions, appeared unusually well. At twelve o'clock, they were reviewed by his Honor the Mayor, and the Common Council, in front of the City Hall; after which they fired a *fue de joie* and were dismissed. Gen. Sanford is entitled to credit for the excellent arrangements and prompt movements by which the military were dismissed at so early an hour, thus relieving them from the fatigues of duty, and enabling them to appropriate a large portion of the day to the enjoyments of home and the offices of hospitality and friendship.

Connected with the celebration, a pleasing incident occurred at the City Hall. The Cincinnati Society, through a committee, consisting of Gen. Pierre Van Courtlandt, Gen Lamb, and others, waited upon his Honor the Mayor, and congratulated him upon his election to the office of Chief Magistrate of the first American city, and thanked him for the valuable services which he had rendered to the city, and to the cause of his country, since his induction into office.

The appearance of these venerable and war-worn patriots on such an occasion was truly gratifying; and the warm, cordial, and affectionate manner in which they bore testimony to the patriotic efforts of the Mayor in behalf of the Soldiers of the Revolution, and the principles for which they so gloriously contended, was as honorable to them as it was deservedly complimentary to the Mayor. In the afternoon the usual Corporation Dinner was given. About three hundred sat down to the table, including invited guests, among whom were the eminent and popular author Captain Marryatt, of the British Navy, the Ex-intendant General of the Philippine Islands, the Diplomatic Corps resident in the city, and several other distinguished visitors from abroad, together with the Cincinnati Society, heads of Judiciary, and officers of the Army and Navy. His Honor the Mayor presided, assisted by the members of the Committee of Arrangements, of which Alderman Patterson was Chairman. After the company had assembled, the Rev. Dr. Spring, who sat next to the Mayor, addressed the Throne of Grace in a very appropriate and impressive manner. The dinner was served up under the superintendence of that excellent caterer, Mr. Welsh, in a style well suited to the occasion and the times, equally exempt from ostentatious profusion and illiberal parsimony.

The following are the regular toasts—they are brief and in good taste:

1st. The day we celebrate—It gave liberty to our own country, and is the presage of freedom to every People.

2d. George Washington—Honor to the land which produced the delight and ornament of the human race.

3d. The heroes and sages of the Revolution—their blood and their toil purchased for us a name and a country—a People's gratitude, while honors the sur-

vivors, will finally embalm their memories in a People's love.

4th. The memory of the Signers of the Declaration of Independence—truth, patriotism, chivalry, never constituted a more noble assembly.

5th. The President of the United States.

6th. The Governor of the State of New York.

7th. The Army and Navy of the United States.

8th. Our country—the fertility of her soil, and the enterprise of her population, offer to her children present enjoyment, and give earnest of future greatness.

9th. A well organized Militia—one of the surest safe-guards of the Republic.

10th. An enlightened, honest, and independent Judiciary—the sheet anchor of Constitutional Liberty.

11th. The Union—one Constitution, one Country, one Destiny.

12th. Our countrymen—who, in whatever clime, are met together this day, they feel the stars and stripes to be their best protection in the remotest corner of the world.

13th. Our fair countrywomen.

On the announcement of the third toast, Governor Lewis rose, and in behalf of the surviving heroes and sages of the Revolution, returned thanks for the sentiment which had been so enthusiastically and so gratefully received. He alluded especially to the rapid growth and increasing prosperity of the city since the memorable scenes in which he and his compatriots participated, and contrasted its present greatness, comprising a population of more than three hundred thousand souls, with the small number of inhabitants, consisting of not quite ten thousand, which it contained on the day of his birth. To the seventh toast, "*the Army and Navy of the United States,*" Captain Perry brother of the gallant and lamented Oliver H. Perry, responded in a brief, but very felicitous manner.

The ninth toast elicited from General Sanford a short address, in which he paid an appropriate compliment to our Militia, which, composed of free and independent citizens, would ever be found ready, in times of peace, to aid the civil authorities in maintaining law and order, and preserving tranquillity, and in time of war, to bare their bosoms if need be to the shafts of battle, in defence of the laws, the liberties, and the institutions of the country. The tenth toast, to "*An enlightened, honest and independent Judiciary,*" found his honor the Recorder engaged in the agreeable exercises of the table; but his patriotic spirit would not permit him to remain silent. He, therefore, for a while, exchanged the quiet pleasures of the table for an exercise in oratory, and pronounced an encomium equally upon the Judiciary, the Militia, and the People; to the one conceding purity, to the other usefulness, and to the other virtue and intelligence. Indeed, the venerable magistrate proved, that whether engaged in the administration of criminal justice in the Court of Sessions, in making popular addresses, or in demolishing bottles of Heidsick, he was equally at home. He concluded by offering the following sentiment, which was responded to, in suitable terms, by Judge Woodward, the Consul General of Texas:—

The Republic of Texas—She has won, by her valor, a rank and name amongst the nations of the earth! If she does not unite her star with ours, may her sons never forget that they are bone of our bone, and flesh of our flesh.

After the regular toasts had been drunk, Alderman Benson, the President of the Board of Aldermen, rose, and after paying a neat and well merited tribute to the virtues and merits, public and private, of the late esteemed Major General of the Militia, proposed

The memory of Major General Jacob Morton.  
Drank standing.

## ARMY AND NAVY CHRONICLE.

His honor the Mayor, being loudly and repeatedly called for, offered the following sentiment:

**OUR CITY**—Founded by wisdom, reared by perseverance, and extended by enterprise; while guided by the maxims of Franklin, the principles of Jefferson, and the councils of Washington, her career will be worthy of the Commercial Emporium of the New World.

The above toast was received with nine cheers. His Honor the Mayor having retired, the chair was taken by Alderman Benson, who gave the following:

**THE MAYOR OF THE CITY OF NEW YORK—elected by the People, he has fulfilled the wishes of the People.**

The above was received with nine hearty cheers. Alderman Brady then offered the following, which was received with much cheering:

**THE AMERICAN NATION—Its Institutions, founded upon public virtue and moral improvement, inculcate this doctrine, Be just and fear not.**

### REGATTA ON THE POTOMAC.

**THE EXHIBITION OF SATURDAY LAST.**—The boats, three in number, started at 5 o'clock P. M. on the firing of a signal gun, from the Arsenal wharf. The appearance of the contending boats, at the time of starting, was very fine. They were presented to the view of the numerous spectators in the following order:

The boat nearest the channel, steered by Capt. Smoot, of the United States Navy, was a saucy-looking boat, manned by six blacks, in the costume of the U. S. Navy. This boat was painted black, and bore the American ensign and broad pennant.

The next boat was steered by Capt. GEORGE RAMSAY of the Army. It was a boat of very superior model, painted black, with a golden streak at the water edge.

This boat was manned by five persons, three of whom were boys. She bore the American ensign, and the men wore white shirts with blue collars and cuffs, and tar-paulin hats.

The third boat, belonging to Mr. ELLICOTT, whose position was nearest the shore, was steered by some person whose name we could not learn. It was fancifully painted green and white. It had a light and well-selected crew of four persons, one of them a boy, and all dressed in white.

The three boats started towards the city, where, about one mile in that direction, a boat was anchored, round which the contending boats were to row, and return to the starting point, making the whole distance about two miles.

Captain RAMSAY's boat led the van soon after starting, and turned the anchor boat before the other two. She kept the lead all the way, and succeeded in reaching the starting point before the two other boats, being about a hundred yards before the second boat. The contest then was between Captain Smoot's boat and Mr. ELLICOTT's boat, (the BELLE.) Between these two boats the contest was very animated. Captain Smoot, however, arrived at the starting point the first, leaving the Belle considerably behind.

We are sorry that we cannot give the time exactly which this animated boat-race occupied. In the opinion of the knowing ones, Captain RAMSAY's boat was rowed at the rate of nine or ten miles an hour.

The company and spectators were all highly delighted, and cheered the boats on their return. The Marine band played delightfully at the Arsenal, and the entire scene was gratifying in the extreme.

After the race, the ladies and gentlemen, invited by Capt. RAMSAY, partook of refreshments at the Arsenal, which were elegantly served up.

The company afterwards repaired, on the invitation of Capt. Smoot, to his mansion at the Navy Yard, where a handsome entertainment was also provided for them, with music and dancing, until half past ten o'clock, when the party broke up, highly delighted with the amusements of the occasion.—*National Intelligencer.*

### WASHINGTON CITY; THURSDAY, ..... JULY 13, 1837.

**MILITARY ACADEMY.**—We had not time to notice, in either of our two last numbers, the annual Report of the Board of Visitors; nor have we had leisure ere now to examine attentively a pamphlet, entitled "Some remarks on the Report presented to the House of Representatives, March 1, 1837, by the Hon. F. O. J. SMITH, of Maine, chairman of the Select Committee of nine appointed to investigate the condition of the U. S. Military Academy, at West Point, N. Y."

The Report, as all preceding Reports have been, is highly favorable to the discipline, attainments, and proficiency of the Cadets, the assiduity of the Professors and Assistant Professors, and the economy observed in the disbursement of the public funds. Recommendations are urgently repeated for an increase of the departments of chemistry, mineralogy, and geology; the necessity for additional assistant Professors is also pointed out, and various other suggestions are made for the benefit of the Academy, which, if adopted, will result to its increased usefulness.

The pamphlet above referred to seems to us almost a work of supererogation. The prejudice existing against the institution is confined to a small number of illiberal, narrow-minded men, who are, it is true, unceasing in their efforts to imbue others with a portion of their own jaundiced notions; but the main body of the People, we believe, are sound on the subject of the Academy, and are sensible of its paramount utility to the nation, through the army. If the favorable reports of successive Boards of Visitors, as well with respect to the importance of the Institution, as to the manner of its being conducted, are not sufficient to counteract the influence of a few misguided men, it might as well be abandoned to its fate, and be suffered to partake of the transient character of other institutions.

If this warfare against it is to be perpetual, it is far better that the trial should be made at once, and its fate decided, than to live in constant apprehension that the evanescent breath of popular favor may ere long be withdrawn.

The Hon. J. R. POINSETT, Secretary of War, returned to Washington on Monday last from a short visit to the South, having been absent ten days, four of which he spent in Charleston.

Lieut. R. E. LEE, of the Engineer Corps, late assistant to the Chief Engineer, has been ordered to St. Louis, Missouri, to superintend the improvement of the harbor at that place.

Two detachments of seamen for the naval service arrived at Norfolk on Monday the 3d instant; one in the brig Token, from Boston, the other in the sloop Thaddeus, from New York.

**SOLDIERS IN GLOVES.**—By a recent royal ordinance, gloves are to be worn at all seasons by the foot soldiers of the French Army. The Artillery are to wear leather gloves, the Infantry cotton.

## ARRIVALS AT WASHINGTON.

July 5—Lieut. A. B. Dyer,	Fuller's.
6—Surgeon H. S. Hawkins,	do
7—Asst. Sur. J. J. B. Wright,	Gadsby's.
Lt. R. Semmes, Navy, R. Semmes', Geo'town.	
8—Lieut. M. Burke, 3d arty.	Fuller's.
11—Major R. B. Lee, do	Mrs. Lee's.
Surgeon H. A. Stinnecke,	Fuller's.
12—Major R. M. Kirby, 1st arty.	do
Capt. G. H. Crosman, 6th Infy.	do
Lieut. F. Taylor, 1st arty.	Geo. Taylor's.

## PASSENGERS.

MOBILE, June 27, per steamboat Champion, from Pensacola, Lt. E. Kirby, of the army.

SAVANNAH, July 3, per steamboat Cincinnati, from Charleston, Paymaster C. Andrews, of the army.

## COMMUNICATION.

## STEAM SAFETY VALVES.

The many sudden and unaccountable ruptures of steam boilers, by which the lives of so many are sacrificed and jeopardized, led to the following experiments upon the safety valve.

Many persons are surprised at an experiment, easily tried, of cutting two cards into circles of one or two inches in diameter, perforating one of these at the centre, and fixing in a quill, then placing the other card upon this, immediately over the orifice; in attempting to blow off the upper card they find it impossible. But it becomes a subject still more interesting, when informed that the common safety valve to steam engines is not only liable to the same apparent anomaly, but in a still greater degree from the confined steam.

My first experiment consisted in supplying steam from a boiler, for air in the above, and metallic plates for the cards in that instance; and the result was precisely the same; a resistance was made to the escaping steam, without weight on this kind of valve, and, if at any time trusted, no doubt would lead to the bursting of the boiler.

The safety valve most generally adopted by engineers of the present day, is the frustrum of an inverted cone, dropped into a cup or seat, where it is retained by a weight or spring acting on a lever, which is intended to be raised by the steam in the boiler, after it attains a certain force, so as to permit its escape, and thus accumulate no longer than is necessary, or the boiler able to bear.

My next experiment was upon this valve, but without any weight to keep it in its seat, as the valve itself suffered but little steam to escape, and retained its situation with obstinacy, which completely developed the mystery of boilers bursting, while steam was escaping apparently freely from the safety valve. No boiler in the world, with this safety-valve, could resist the volume of steam which would be generated in it, should the water within get low, and by sudden agitation be thrown upon a large extent of heated surface, which would readily take place by the opening of the valve, to let the steam into the cylinder of the engine. But still it is necessary to say that the action of this kind of valve was found to be very irregular; in trials where it was expected to stick, it did not, but permitted the steam to escape quite free; and in others, where it was expected to open freely, it remained in its seat, and resisted the steam striving to escape. The worst forms of this valve appeared to be an inverted cone in shape, and one whose under surface was rounded, or terminated in an inverted cone, so as but slightly to raise the surface even, and when the orifice of the escape pipe at the foot of the valve, in each case, was small, compared with the valve itself and its seat.

From these facts it appears not strange that boilers should burst, but strange that it happens so seldom.

An enlarged cylinder and loose piston, with the

steam pipe through the centre of one of the heads, was found liable to the same objection as above noted, and developed the additional fact, that a cylinder having the piston loose, so as to let the steam escape around it, is liable to be resisted in its action by some other force, besides the loss of power occasioned by the lost steam.

Finally, an upright hollow conical valve was tried; that is, one whose base or mouth was next to the mouth of the escape pipe, which latter was ground to fit in it, and whose elements at the vertex made a less angle with each other than a right angle; and steam under pressure of 10, 20, 30, 40, 50, 60, 70, 80, 90, and 100 lbs. to the inch, escaped freely in each trial, with no impediment whatever. The elements of this conical valve made an acute angle with each other, because a right angled cone, or one whose angle at the vertex was a right angle, appeared to be the limit; and when the angle was greater, the valve was liable to be retained in its place; but when less, never, as soon the steam attained sufficient force to move it at all.

This valve may take the place of the ordinary safety valve, whose upper surface being elongated, or drawn out into an acute angled cone, and the whole made hollow, will convey a tolerable idea of its shape; an inverted frustrum attached to the base of an upright cone, or where the valve is deep between the superior and inferior bases, it will be sufficient to cast it hollow and open at the inferior base where the diameter of the frustrum is smallest and next to the steam. *To this kind of valve only, human life should be trusted.*

With these data, we leave to others to investigate the cause of this singular phenomenon, which we understand has puzzled all the members of the Royal Society, in the experiment with the cards first mentioned.

G. J. RAINS, Lieut. U. S. A.

## DOMESTIC INTELLIGENCE.

*From the Pennsylvanian.*

## CORRESPONDENCE

Between Commodore James Barron and the Naval and Civil Officers of the United States Navy Yard, Philadelphia.

U. S. NAVY YARD,

Philadelphia, July 1, 1837.

SIR: The undersigned, officers on this station, deeply lament that you deem it necessary to resign the command of this Navy Yard and station, and we cannot permit you to leave us without expressing the heartfelt regret we feel at being deprived of a commanding officer, whose official dignity and general courtesy of conduct has given such general satisfaction. Those of us who have been more immediately connected with you on duty at this yard, take peculiar pleasure in giving utterance to these expressions of friendly feelings, although all of us have felt the influence of your dignified official demeanor.

The undersigned sincerely hope that you may enjoy, in your voluntary retirement, that peace and contentment which are the just rewards of those who have so long and successfully labored for the advancement of our profession in practical and scientific attainments. We have the honor to be,

Very respectfully, your ob't serv'ts.

Wm. W. McKean,	C. S. McCauly,
Samuel Mercer,	E. A. F. Valette,
Wm. P. C. Barton,	Jas. P. Oellers,
Robt. Ritchie,	J. Moorehead,
N. C. Barrabino,	Jas. McCawley,
	<i>Capt. Marines,</i>
Henry Etting,	J. Shubrick,
Robt. S. Tatem,	W. Decatur Hurst,
Jas. Madison Frailey,	John W. Greer,
Jas. Tewksbury,	Thos. Harris,
Asa Curtis,	Jas. Ferguson,
Wm. Brown,	Wm. Miller.

To Com. JAMES BARRON, U. S. N.

PHILADELPHIA, 5th July, 1837.

*Gentlemen*—I have received your highly esteemed letter of the 1st inst., and should certainly do violence to my own sense of justice if I did not, in the most candid manner, acknowledge to you how grateful its receipt was to my feelings.

I will not, on this occasion, advert to the causes of my resignation, and consequent separation from associates so congenial to me as those whom I now have the honor to address; I cannot, however, forbear to say, that I wish they were of a different character from what they really are.

The kind expressions contained in your letter, and particularly those alluding to my deportment as your commanding officer, may be traced to sources not less worthy of distinction on the part of their authors, than to the conduct of the grateful receiver.

When an officer is invested with the dignity of an honorable command, his course, in my humble opinion, is a very clear one, and easily pursued, provided there is no undignified or perverse spirits associated with him calculated to destroy the equanimity of his temper; and, in this particular, I have been fortunate.

Your highly appreciated solicitude for the quiet of my retirement has not escaped my notice, but I beg leave to assure you that it is not within the scope of my contemplations to render that retirement one of indolent ease. I have yet several objects of vital importance to the welfare of our maritime interests at heart, and I cannot but indulge the hope that I shall live to see many of you zealous and active co-operators in those good works; one of them, to which I now allude as the most momentous, is the introduction and increase of native born seamen; this object may be effected by the introduction of school ships, both public and private.

Permit me, Gentlemen, with the kindest feeling of my heart, to reciprocate the sentiments of your highly esteemed communication, and to subscribe myself,

Your obliged friend, and obedient servant,

JAMES BARRON.

W. W. McKean, Saml. Mercer, Dr. Wm. P. C. Barton, R. Richie, N. C. Barrabino, H. Etting, R. S. Tatem, Jas. Madison Fraley, Jas. Tewksbury, Asa Curtis, Wm. Brown, C. S. McCauley, E. A. F. Vallette, Jas. P. Oellers, J. Moorehead, James McCawley, (Captain Marines,) J. Shabrick, W. Decatur Hurst, Thos. Harris, Wm. Miller, John W. Greer.

U. S. NAVY YARD,  
Philadelphia, June 30, 1837.

Commodore JAMES BARRON—*Respected Sir*: The civil officers of this establishment learn with much sorrow, that you have relinquished the command of this yard and station; and that, consequently, the associations arising out of our respective duties, which have so long existed between us, are now severed.

The occasion, sir, is one which we cannot allow to glide silently by. Permit us, therefore, to express our regret that this separation must take place.

We have all served under your command for a long time, and all feel equal sorrow at this parting. Some of us have spent many of the best years of our lives in this yard, and during that period have encountered no event, in our official capacity, which has caused us more sincere regret.

As our commander, we have received courtesy, justice, and politeness at your hands; and, in the character of friend, we have experienced, one and all, the kindest feelings of the human heart.

Accept then, sir, we pray you, this slight token of our esteem, as well as the assurance that you will carry with you into the retirement that you seek, our best and most sincere wishes for your continued good health, prosperity, and happiness.

We are, sir, respectfully and sincerely,

Your friends and servants,

R. Kennedy,

W. Myers,

Wm. Vinyard,  
Wm. T. Donaldson,  
H. S. Crabbe,  
B. Fitzsimons,  
John D. Anderson.

John Lenthall,  
A. Powell,  
Henry Snyder,  
Abr'm Levy,

Philadelphia, July 5, 1837.

*GENTLEMEN*: I have received your gratifying letter of the 30th ultimo, and assure you that the sentiments you have been pleased to express are highly appreciated by me, and particularly so, because they come from those who, by their zeal and ability, have enabled me to discharge my duty at this station with ease to myself and justice to the public.

I have been cheered with hope that we should, during our connexion, bring a great object of our labor to a successful termination; but yet, on the eve of fulfilment of that hope, I find it necessary to take my leave of you; there is no alternative, and our separation is inevitable. I trust, however, it will only extend to the relations of our official intercourse, and that the ties of friendship, which have been contracted during our association, will remain as firm and lasting as the principles which produced them.

I am, gentlemen, with sentiments of respect and esteem, your obedient servant,

JAMES BARRON.

To Messrs. R. Kennedy, W. Myers, W. Vinyard, John Lenthall, A. Powell, W. T. Donaldson, H. S. Crabbe, H. Snyder, B. Fitzsimons, A. Levy, J. D. Anderson.

From the New York American

NATIONAL COURTESIES.—When the fine French frigate *Artemise* was here last year, the reception given by the public authorities and by private citizens to the officers, and the liberal courtesy of those officers to the thousands of our citizens who visited the frigate, were subjects of mutual gratification.

We are now enabled, through the kindness of the French Consul General here, *M. de la Foret*, to present to our readers, in the annexed letter from Com. Ridgely, the grateful evidence that neither upon the Chevalier *De la Place*, commander of the Artemise, nor upon his Government, were the kindnesses of our naval officers, magistrates, and citizens lost or misplaced.

It is matter of congratulation always, when we have it in our power, to record acts which, like these, brighten the chain of friendship between two ancient allies.

UNITED STATES NAVAL LYCEUM,  
New York, July 3d, 1837.

A Monsieur, Monsieur De la Foret,

*Consul General of France, New York.*

I have the honor to acknowledge the receipt from you of a communication from the Chevalier de la Place, Capitaine de Vaisseau, and a member of the Naval Lyceum, accompanied by a box, containing the voyages of the Astrolabe, Uranie, Coquille, and Luxor, with illustrative plates and maps, which he says he is charged to present to this institution in the name of His Excellency, Minister of Marine, Admiral Rosamel, as an additional proof of the esteem and friendship entertained by the Military Marine of France for that of the United States.

I must task your kindness to convey to these distinguished citizens of the French empire, the letters of acknowledgment which will be presented to you herewith, for this important and munificent donation.

For your personal agency, sir, in conveying to the Lyceum these splendid memorials of the characteristic liberality of your Government, I beg leave to tender you the thanks of the Society over which I preside; and to unite with you in the common sentiment, that the uninterrupted harmony and friendship which happily subsists between our respective countries, can only be rendered the more enduring by such reciprocal proofs of esteem, which, in this case, has so

eminently distinguished the administration of Marine of His Most Christian Majesty.

I have the honor to be, Sir, with distinguished consideration and esteem, your most obedient servant,

CH. G. RIDGELY, *Commodore,  
and President of the U. S. Naval Lyceum.*

*From the Savannah Republican, July 7.*

The steamboat Florida, Capt. Hebbard, arrived this morning from Black Creek. We are indebted to an officer of the army on board for the following information.

Our informant states that things remain nearly the same as our last advices. Gen. JESUP had arrived at Black Creek, on a tour of inspection, and would proceed as far as St. Augustine and return to Tampa Bay.

A post was to be established at Silver Springs, above Lake George, and two on the Suwannee. The different posts that had not been abandoned were said to be healthy, and the country generally was much more healthy this year than last.

We also learn that Bow Legs, one of the Chiefs, was captured at Fort Foster, by a detachment under command of Capt. ALLEN, and that three Indians were also captured at Pilatka, by Capt. HANSON's company and a detachment of Dragoons, under the command of Lieut. MAY.

The report of the death of Micanopy is unfounded. He is said to be still friendly, as also Jumper and Cloud.

*Extract of a letter from an Officer of the Army dated  
"FORT DADE, June 19, 1837.*

"I now consider that Sam Jones, or Abi-a-ka, is the heart and soul of the war party. He is chief of the Micasawkies, and lost his brother in the present war, for which he will never be sufficiently revenged. He is an old but a strong man, his hair is white with age, and his heart is in hatred everlasting to the white man. All the chiefs have been in but him, and he has not been in, or sent in; report says that Micanopy has been deposed, and Abi-a-ka elected in his place; but whether this is true is yet to be seen; and if true, it will be for our advantage, as it will divide the nation.

If another campaign is opened, it should be with 10,000 men, including 3,000 northern and western Indians; for Florida is so extensive, and every hammock or swamp is a natural fortress or redoubt; and the Indians must be principally hunted by Indians, accustomed to like habits with themselves."

**THE WESTERN INDIANS.**—For several days past, a deputation of the Sac and Fox Indians, headed by Keokuk, have been in this city. The object of their visit at this time is to look after their annuities, amounting to nearly sixty thousand dollars a year, which are stipulated to be paid early in June. As an Indian's necessities are generally urgent, and as the custom of the Government—to pay money when it becomes due—has been departed from, they were naturally solicitous to ascertain the cause. On Saturday and Monday they held talks with the officers, for the purpose of being informed upon this matter. Keokuk, we have heard, made a long speech, in which he inveighed against the faithlessness of the Government in the execution of the treaties with them—declared the indebtedness of his tribe to the traders who have supplied them with goods, and more especially with provisions—and expressed a willingness to receive *bank notes*, or any thing else which could be paid to their creditors, in the discharge of their debts. The result of the Council was not very satisfactory. They were told that there was no money here to pay them; and we may venture to say that it is exceedingly uncertain when a sufficient amount of specie will be found for that purpose. We understand that the amount of the first annuity, \$30,000, is to be

paid in goods, deliverable here on the 10th of August next; and that an effort will be made to pay off the other annuity, nearly \$30,000, in specie, whenever the Government can get it.—*St. Louis Republican.*

**LITTLE ROCK, (Ark.) June 6.**—Capt. J. Brown, Disbursing Agent, Indian Department, returned to this city, on Thursday night last, in the Caspian, bringing with him \$112,000 in specie, appropriated for annuities for the Indians in the Southwestern Territory, procured, we understand, in the States of Ohio, Kentucky, and Indiana.

**PENSACOLA, June 24.**—The following is a list of the officers of the United States sloop of war *Vandalia*, furnished us for our last, but not in time for publication.—*Gazette.*

Thomas Crabb, Esq. *Commander*; *Lieutenants*, J. W. Mooers, William Smith, William M. Walker, (*acting*); *Surgeon*, William Plumstead; *Assistant Surgeon*, C. A. Hassler; *Purser*, Jas. Brooks; *Acting Master*, R. N. Stembel; *Midshipmen*, J. N. Browne, B. F. B. Hunter; *Captain's Clerk*, James E. Brooks; *Boatswain*, Jno. Mills; *Acting Gunner*, William Craig; *Carpenter*, William Peterson; *Purser's Steward*, A. McTabb.

*Passengers for the squadron.*—Lieutenant J. D. Knight, Lieutenant W. W. Hunter, and Mr. Greenhow, bearer of despatches.

A detachment of 200 U. S. recruits, under the command of Captain L. N. Morris, 3d infantry, arrived at New Orleans on the 2d, in good health, in 14 days from New York. Subalterns, Lieutenant J. Duncan, 2d artillery; Lieutenant L. Cabanne, 1st infantry; Lieutenant Conner, 5th infantry; Acting Surgeon, Dr. Horatio Stone, accompanied the detachment. The men are intended to recruit the 7th regiment of infantry, and were to proceed forthwith to Fort Gibson.

A report having prevailed in St. Augustine that the Asiatic Cholera had made its appearance extensively at Fort Mellon, a correspondence took place between the Mayor of St. Augustine and Brigadier General Armistead, the United States commanding officer at that post, in relation to the subject. The Assistant Surgeon at Fort Mellon reported that a disease had appeared in that vicinity, which he had been induced to designate *Cholera*, of purely local origin, generated from miasma in the neighborhood; but that it was not of that character which distinguishes *Asiatic Cholera*, and had disappeared.

**NORFOLK, July 4.**—A detachment of 375 recruits of the U. S. army, under command of Lieut. Waggoner, arrived at Fortress Monroe on Tuesday last in the schrs. Portsmouth, Capt. Shinn, Washington, Capt. Rice, and President, Capt. Judson.

A detachment also arrived, same day, from Baltimore.

The U. S. ship Falmouth, Capt. McKeever, dropped down from the Navy Yard yesterday, to the anchorage off the Naval Hospital.—*Beacon.*

**NORFOLK, July 6.**—Our harbor presented a gay and animated scene on the Fourth. The Frigate Macedonian, and store ship Relief, lying off the Navy Hospital, were gorgeously dressed off with national and fancy flags, and also the Revenue Cutter Taney, Capt. J. A. Webster, lying at Colley's ship-yard, while all the shipping in port threw out to the breeze the "star-spangled banner," in honor of the day. Salutes were fired by the frigate Java, (receiving ship,) at the Navy Yard, at sun-rise, meridian, and sun-set, and by the U. S. sloop of war Falmouth, at anchor off the Navy Hospital, at meridian. The steam-boats were seen busily plying their occupation; the Old Dominion made several trips during the day.

with crowds of passengers, and the Thomas Jefferson took an excursion in the afternoon to the Capes, crowded to overflowing.

A novel and most brilliant spectacle was exhibited on the evening of the Fourth, by the U. S. store-ship Relief, Captain Dornin. Having doffed the splendid drapery which decorated her during the day, she was beautifully illuminated by lanterns, at night, representing a new discovery in astronomy, namely, *the Constellation of the Ship*: the figure of a ship being distinctly defined by stars, while the material ship itself was rendered entirely invisible by them. Now and then she threw up rockets and blue lights, which gave occasion to some of the admiring multitude on shore to hail her as *the phantom ship*.—*Herald*.

**NAVAL.**—The U. S. brig Porpoise, Lieutenant Wilkes, arrived at Boston on Thursday afternoon, and anchored off the Navy Yard. This vessel has visited Boston for the purpose of receiving on board whale boats, anchors, and other apparatus, preparatory to a survey of St. George's Shoal—and will probably sail in about ten days.

The United States sloop of war Lexington, now fitting for sea at Portsmouth, will be brought round in a few days, and taken into the dry dock, at the Charlestown navy yard, for the purpose of examining her bottom.

The United States ship of the line Columbus was to be taken out of the dry dock, at the navy yard, in Charlestown, on Saturday. The Columbus is not so beautiful as the Independence, but is nevertheless a noble ship, and mounts a tremendous battery, upwards of ninety guns, we believe. This ship, when at sea, after the close of the last war with Great Britain, did not sail well, and was exceedingly difficult to steer, especially when scudding in a gale of wind. It was found, however, when she was hauled into the dry dock, that a large piece of the false keel had been started, probably by striking against something when launching, and had been forced into a position *athwart ships*—and must have presented a serious obstacle to her passage through the water—and would also account for the difficulty in steering.—*Boston Mercantile Journal*.

The Columbus was launched at the dry dock yesterday afternoon. They commenced letting the water in about half-past twelve, and in a few minutes the ship was afloat. At twenty minutes past one, the gate was open—and this large and noble-looking ship was hauled round to the end of the quay—and was safely anchored there soon after two o'clock. One of the masts was slung, and ready to be stepped immediately.—*I*

*From Poulson's Daily Advertiser.*

**SHIP PENNSYLVANIA.**—Agreeably to public notice, the citizens of Philadelphia assembled in town meeting in the State House Yard, on Saturday, July 8th, to express their sentiments in favor of fitting out the great ship of the line Pennsylvania in her native State and waters, and to oppose the implied insult, that our mechanics are unskilled in naval architecture.

Mr. S. C. Thompson organized the meeting by calling on Gen. ANDREW M. PREVOST to preside, assisted by John Thompson, John Naglee, William Stavely, and Joseph Plankinton, as Vice Presidents; Peter Crans, Jr., and S. C. Thompson, acting as Secretaries. Col. Thompson being called for, addressed the meeting in his usual happy manner; Col. Page then eloquently appealed to the meeting to sustain the pride and character of the State, and vindicated the skill of her workmen. In furtherance of the views of the meeting, he offered the following Preamble and Resolutions, which were received with acclamation, and unanimously adopted:

WHEREAS, The ship of the line Pennsylvania, about to be launched at the Navy Yard of this city, is

confessedly, so far as regards size, model, and finish of hull, the most perfect specimen of naval architecture in the world—a credit to her builders, and the pride and boast of our city and State; and it is due to these, in the absence of imperative reasons to the contrary, that she should be fitted out at the place where she has been built; and, whereas, it is understood that instructions have been given by the Navy Commissioners to launch her without being coppered: Therefore,

*Resolved*, That the said ship, if not coppered before being launched, will have to be sent, at considerable expense and risk, to Norfolk, there to be docked, coppered, and fitted out; a measure which prudence and economy forbid, and the reasonable expectation, just claims, and superior skill of our mechanics, are opposed to, and render unnecessary.

*Resolved*, That such an act will be a reflection on the city, which, though producing mechanics capable of building the largest and finest ships in the world, is by it made to appear destitute of the skill and material competent to equip her for sea when wanted.

*Resolved*, That the order of the Navy Board is the more surprising, because all the copper necessary for the ship is now at the Navy Yard, scored and punched ready for use, and if she does not carry it on her bottom, she must take it to sea in her hold; and it is well known that the briefest exposure of the plank of a vessel to the action of the water of Norfolk is sufficient to inoculate it with the worm, and no after sheathing will prevent the increase of the insect and destruction of the wood.

*Resolved*, That in the opinion of this meeting, there appears to be on the part of the Navy Board strong prejudices against the Navy Yard here, (established at considerable cost to the nation,) and claiming, as we do, at the hands of this bureau, which exists only with the consent of the People, whose agents the Commissioners are, our fair proportion of the patronage of the General Government at their disposal, we are determined not to submit to the partiality which has been so long manifested by them for other stations, to the serious detriment of the Philadelphia navy yard.

*Resolved*, That in sending to other naval stations all the materials for building Ships of the Line and Frigates, as well as in the continued indifference and neglect which this Navy Yard has experienced at the hands of the said Navy Board, we find enough to justify us in inferring a design to prejudice Philadelphia as a building station, and finally destroy the navy yard.

*Resolved*, That as the said ship has been built here, and bears the name of our State, she ought to be finished here, instead of being sent into exile for that purpose—an act calculated to insult the feelings of the mechanics under whose careful labor and superior skill she has risen from her keel to her deck to be the pride of our Navy and an honor to the Union.

*Resolved*, That a committee of five persons, together with the officers of this meeting, be appointed to address the President of the United States on the subject, enclosing a copy of the proceedings of this meeting, and respectfully requesting on his part such interference in the matter as may prevent the injustice contemplated by the said Navy Board.

The following gentlemen were appointed said committee.

Gen. R. M. Patterson,	Col. James Page,
Col. John Swift,	Col. John G. Watmough,
	William J. Leiper, Esq.

*Resolved*, That the proceedings of this meeting be published in all the papers.

On motion, the meeting adjourned,

A. M. PREVOST, *President.*

John Thompson,	} Vice Presidents.
John Naglee,	
Wm. Stavely,	
Joseph Plankinton,	} Secretaries.
Peter Crans, Jr.	
S. C. Thompson,	

*Extract of a letter to the editor of the Philadelphia Commercial Herald, dated*

HARRISBURGH, July 6, 1837.

An application to the President of the United States, asking of Government to copper and fit out the large ship Pennsylvania, at Philadelphia, instead of her being sent to Norfolk for such purposes, was handed round this morning, for signatures, by Mr. Doran, of Philadelphia county, who drew it up, and the delegates, without any party distinction, who were in their seats at the time, signed it.

I send you a copy of the paper, and the names of those delegates who signed it. The Key Stone State has thus spoken out, and it is to be desired that her wishes in relation to this great national vessel may be gratified. The petition has been transmitted to Washington.

TO HIS EXCELLENCY MARTIN VAN BUREN, President of the United States of America.

The undersigned, Delegates to the Convention to revise the constitution of the Commonwealth of Pennsylvania, having understood that it is the intention of the Government, after the launching of the United States ship Pennsylvania, to send her round to Norfolk, Virginia, where she is to be coppered and fitted out, respectfully ask that she may be coppered and fitted out from the port of Philadelphia, in her native State, in which the best materials and the best workmanship can always be procured at the cheapest rates, and thereby much expense saved to the country.

HARRISBURGH, July 6, 1837.

#### FOREIGN INTELLIGENCE.

*From the Globe.*

##### OFFICIAL.

The following information, respecting the light-houses upon the Danish coasts, has been communicated to the Department of State by Mr. Steen Bille the Charge d'Af-fairs of Denmark, near this Government.

*Statement of Light-Houses erected on the Danish coasts, published by order of the Royal Board of Trade and Commerce.*

*Notes.*—The Danish lights burn all night the year round till sunrise; they are lit in summer from Easter to Michaelmas, one hour, and in winter from Michaelmas to Easter, half an hour after sunset.

The distance at which these lights may be seen from the deck of an ordinary vessel, or when the eye of the observer is elevated ten feet above the level of the sea, is given in geographical miles; other measures are given in Danish feet or ells, and the bearings by the ordinary compass.

##### IN THE KATTEGAT.

**THE SKAGEN LIGHT.**—A fixed lamp-light on the northernmost lands end of Jytland, known by the name of "Skagen's Odde or Grenen," in a light-house about 5,000 ells W. to N. from the extreme point of the land. The light is 67 feet above the level of the sea, and may be seen at a distance of 3 1-4 miles.

**THE HARBOR LIGHT OF FREDERICKSHANN.**—A fixed lamp-light on the southern pier of the harbor, 22 feet above the water, and visible at a distance of 2 1-4 miles.

**THE LIGHT VESSEL AT LASOE.**—This vessel is moored about E. S. E. five or six cable lengths from the shoal of "Trindelen," in seven fathom water, bearing N. E. three-fourths N. about one and a half miles from the most easterly point of the Island of Lasoe, known by the name of "Syrodden." The vessel has a lamp-light around the sternmost mast, and something like a schooner's rigging. Her sides are painted red with a white cross. During the day she carries a red flag on the foretop; and in hazy or foggy weather, the ship's bell will be rung at intervals. The light is suspended 25 feet above the level of the sea, and may be seen at a distance of 2 1-4 miles.

The vessel may, if the severity of the preceding winter should not render it impracticable, be expected to take her station at the commencement of March, and to remain there until the 21st day of December, unless an earlier severe frost, or some other unexpected accident, should drive her from her station.

**THE LIGHT ON THE ISLAND OF ANHOLDT** is in a light-house, something more than a quarter of a mile W. to N. within the easterly point of the island. The principal light is a fixed lamp-light, 119 feet above the level of the sea, and visible at a distance of four miles.

As a further guide to avoid getting too near to the eastern Riff or "Knoben," as it is called, a smaller fixed light is placed in the eastern side of the house, about sixty-three feet below the principal light.

**THE TWO NARKEHOVED LIGHTS** on the northern coast of Zealand, about two and a half miles to the northwest of the castle of Cronenburg, are fixed lamp-lights in two light-houses, about 640 ells apart. The western light is 143 feet, and the eastern 95 feet, above the level of the sea. The first one may be seen at a distance of four and a half miles, and the latter at 3 1-4 miles.

**THE LIGHT OF CRONENBURG**, erected as a guide for entering the Sound from the north, is a fixed lamp-light, placed in the northeastern tower of the castle of Cronenburg, 107 feet above the level of the sea, and may be seen at a distance of about 3 3-4 miles.

**THE THREE CROWN BATTERY LIGHT** is a fixed light on the eastern side of the battery of this name, at the entrance to the outer harbor of Copenhagen, thirty feet above the level of the sea, and visible at a distance of 2 1-2 miles.

**THUNOE LIGHT.**—A fixed lamp-light in the church steeple of the said island, situated between Jytland and the Island of Samsoe, ninety-seven feet above the level of the sea, and visible in all directions at a distance of 3 3-4 miles.

**KYHOLM LIGHT.**—A temporary revolving light at the quarantine establishment on the island of Kyholm, near the northern coast of the Island of Samsoe, fifty-six feet high, and visible at a distance of 3 miles.

The fixed lights on "Knudshoved," near Nyburg, and on Halskow, near Corsoer, as well as the two harbor lights at Corsoer, have been erected merely for the convenience of the mail and ferry communicating across the Great Belt, between the two aforesaid ports, and burn every night, while a revolving light on Spraagoe is only lighted when the mail is crossing.

##### IN THE BALTIC.

**THE LIGHT OF STEVENS' CLIFF,** a revolving lamp light on the Stevens Cliff, situated on the eastern shore of Zealand. The light-house, in the eastern end of which the light is placed, is 2,200 ells N. 38 E. from the church of Hoyerup, on the southern edge of the said cliff. The six lamps with reflectors make a revolution in three minutes, thus giving a flash of light every half minute.—The elevation of the light above the level of the sea is one hundred and forty feet, and it may be seen at a distance of 4 1-4 miles.

**THE LIGHT OF GIEDSER** is a fixed lamp-light on the southern point of the island of Falster, known by the name of "Giedser Odde," in a light-house, situated about one eighth of a mile within the extreme point of the land. The light is 44 feet above the level of the sea, and may be seen at a distance of 2 3-4 miles.

As a warning in the day time for avoiding the dangerous shoal of "Trindelen" called, which bears S. E. 1-4 S. from "Giedser Odde," a black painted buoy has been placed on the high ground on the shore. This landmark in a line with the light-house indicates the bearing of the said shoal.

**THE MARIENLEUCHTE** on the island of Fremern—on the old Bourgh's (Ohlenborg's) Point in the vicinity of Putgarten's Riff, on the northeastern side of the island. It has six lamps with reflectors, making a revolution in three minutes; thus giving six alternate flashes, of which each is visible for ten seconds, with an interval or disappearance of 20 seconds. The light is 92 feet above the level of the sea, and is visible in all directions at a distance of 3 3-4 miles, excepting between S. 7 W. and S. 15 E. where the light is covered by the land at a less distance than 1-4 of a mile.

**THE FAKKEBIEG OR GULDSTAR LIGHT** is a fixed lamp-light on a high hill, called Fakkebierg on the south end of the Island of Lanqueland, bearing N. N. E. 1-4 mile from the extreme point or lands end, called Guldstar, 125 feet above the level of the sea, and may be seen at a distance of 4 miles.

**THE BULK LIGHT** is a fixed lamp-light on the coast to the north of the Inlet of Kiel, placed in an out-house at the eastern end of the pilot's dwelling, about 38 feet above the level of the sea, and visible at a distance of 2 1-2 miles.

The Friedenhsort Light, a fixed lamp-light in a house on the rampart of the citadel of Friedenhsort, on the western side of Kieler Inlet, as a warning to keep clear of the shoal, thence running out.

The Hammershus's Light, on Bornholm, also known by the name of Hammeren's or Steilebierg Light, is a coal-light in a glass frame on the mountain of Steilebierg about a quarter of a mile S. W. within the northernmost point of the island. The light is 272 feet above the level of the sea, and visible at a distance of 5 3-4 miles.

The Christiansoe Light is a revolving lamp-light on the rock Christiansoe, about 3 1-4 miles to the east of the north point of Bornholm. Three lamps, with nine reflectors, make a revolution in three minutes, giving nine flashes with equal intervals, to say, a flash every twenty seconds. The light is ninety-two feet above the level of the sea, and visible at a distance of 3 1-2 miles.

#### IN THE NORTH SEA.

The Light and Pilot Vessel, at the mouth of the Eider, is moored in the passage, called "Dove vyf Vaden," between the "Vatters," in 4 1-2 fathom water. She has a lamp-light around the foremast, thirty-four feet above the level of the sea, and is visible at a distance of 2 1-2 miles.

Vessels coming from the westward with the light vessel bearing E. S. E. may safely run towards it, and if the state of the weather or low water should render further sailing unsafe, they may drop anchor to the eastward of the same in five fathom water.

The vessel has two masts, and her sides are painted red with a white border. In the day time she carries a small Danish flag from the foretop, which is about sixty feet above the level of the sea.

On board of this vessel are stationed eight pilots for the accommodation of vessels bound up on the Eider to Tonnigen, on the Heveren to Husum, or on the Elb to Bosch. With a view to give notice of her position to vessels, which in hazy or foggy weather may have missed the mouth of the Eider, a gun will be fired, and a bell rung as soon as such a vessel shall be in sight. No captain, however, is obliged on that account to approach the vessel. The light and pilot vessel will take her station in the spring towards the close of February, or as soon as the waters shall be clear of ice, and will remain there until the 30th of November, unless some unforeseen accident might drive her from her moorings at an earlier period.

## ARMY.

### SPECIAL ORDERS.

**July 7—Surgeon DeCamp to Jefferson Bks. for duty.**  
Lt. T. M. Hill, 1st Infy. duty in Indian Dept.

**GENERAL ORDERS,**  
No. 46.

**HEAD QUARTERS OF THE ARMY,  
ADJUTANT GENERAL'S OFFICE,  
Washington, July 12, 1837.**

1. Promotions and Appointments in the Army, since the publication of "GENERAL ORDER," No. 28, dated 1st April, 1837.

#### I....PROMOTIONS.

##### CORPS OF ENGINEERS.

Brevet 2d Lieutenant Charles H. Bigelow, to be 2d Lieutenant, 30th June, 1837, vice Morell resigned, (Brevet 1st July, 1835.)

##### FIRST REGIMENT OF DRAGOONS.

1st Lieutenant Benjamin D. Moore, to be Captain, 15th June, 1837, vice Duncan, resigned.

1st Lieut. James Allen, to be Captain, 30th June, 1837, vice Browne, resigned.

2d Lieutenant Henry S. Turner, to be 1st Lieutenant, 3d March, 1837.

2d Lieutenant Abram R. Johnston, to be 1st Lieutenant, 15th June, 1837, vice Moore, promoted.

2d Lieutenant Philip R. Thompson, to be 1st Lieutenant, 30th June, 1837, vice Allen, promoted.

##### FIRST REGIMENT OF ARTILLERY.

2d Lieutenant Louis A. B. Walbach, to be 1st Lieutenant, 19th May, 1837, vice Kennedy, deceased.

##### SECOND REGIMENT OF ARTILLERY.

Bvt. Major Matthew M. Payne, Captain of the 4th, to be Major, 17th Dec., 1836, vice Gates, promoted.

Brevet Captain James Green, 1st Lieutenant, to be Captain, 20th June, 1837, vice Mallory, resigned.

2d Lieutenant James M. Morgan, to be 1st Lieutenant, 31st May, 1837, vice Fuller, resigned.

2d Lieutenant Henry L. Kendrick, to be 1st Lieut. 20th June, 1837, vice Green, promoted.

##### THIRD REGIMENT OF ARTILLERY.

Major William Gates, of the 2d, to be Lieutenant Colonel, 17th Dec. 1836.

2d Lieutenant James H. Simpson, to be 1st Lieut. 30th April, 1837, vice Smith, resigned.

2d Lieutenant Roswell W. Lee, to be 1st Lieutenant, 18th May, 1837, vice Harris, deceased.

2d Lieutenant John A. Thomas, to be 1st Lieutenant, 30th June, 1837, vice Rose, resigned.

##### FOURTH REGIMENT OF ARTILLERY.

1st Lieutenant William W. Morris, to be Captain, 17th December, 1836, vice Payne, promoted.

2d Lieutenant John H. Miller, to be 1st Lieutenant, 17th December, 1836, vice Morris, promoted.

2d Lieutenant Alexander E. Shiras, to be 1st Lieut. 31st May, 1837, vice Johnston, resigned.

##### FIFTH REGIMENT OF INFANTRY.

1st Lieutenant Moses E. Merrill, to be Captain, 22d June, 1837, vice J. B. F. Russell, resigned.

2d Lieutenant Randolph B. Marey, to be 1st Lieut. 22d June, 1837, vice Merrill, promoted.

##### SIXTH REGIMENT OF INFANTRY.

1st Lieutenant George H. Crosman, to be Captain, 30th April, 1837, vice Waters, resigned.

2d Lieutenant Thomas L. Alexander, to be 1st Lieut. 18th April, 1837, vice Eaton, dropped.

2d Lieutenant James S. Williams, to be 1st Lieut. 30th April, 1837, vice Crosman, promoted.

Brevet 2d Lieutenant William H. De Forest, to be 2d Lieutenant, 18th April, 1837, vice Alexander, promoted, (Brevet 1st July, 1835.)

## H....APPOINTMENTS.

### MEDICAL DEPARTMENT.

Silas R. Arnold, of New York, to be Assistant Surgeon, 26th June, 1837.

Josiah Simpson, of Pennsylvania, to be Assistant Surgeon, 11th July, 1837.

William J. Sloan, of Pennsylvania, to be Assistant Surgeon, 12th July, 1837.

### FIRST REGIMENT OF DRAGOONS.

Richard G. Stockton, late 2d Lieutenant, to be 2d Lieutenant, 13th May, 1837.

### FIFTH REGIMENT OF INFANTRY.

John T. Sprague, of the Marine Corps, to be 2d Lieutenant, 3d July, 1837.

2. The following named Cadets, constituting the first Class of the Military Academy, having been adjudged by the Academic Staff, at the June examination of 1837, competent to perform duty in the Army, the President of the United States has appointed them Second Lieutenants in the several regiments and corps respectively, or attached them as supernumeraries, with the Brevet of 2d Lieutenants.

### CORPS OF ENGINEERS.

RANK.—1. Cadet Henry W. Benham, to be Bvt. 2d Lieutenant, 1st July, 1837.

FIRST REGIMENT OF DRAGOONS.

37. Cadet Robert M. McLane, to be 2d Lieutenant, 1st July, 1837.

47. Cadet Levi P. Davidson, to be 2d Lieutenant, 1st July, 1837.

48. Cadet Robert H. Chilton, to be 2d Lieutenant, 1st July, 1837.

### SECOND REGIMENT OF DRAGOONS.

49. Cadet William Hardia, to be 2d Lieutenant, 1st July, 1837.

50. Cadet Franklin Saunders, to be Brevet 2d Lieutenant, 1st July, 1837.

### FIRST REGIMENT OF ARTILLERY.

8. Cadet William W. Mackall, to be 2d Lieutenant, 1st July, 1837.

11. Cadet Israel Vogdes, to be 2d Lieutenant, 1st July, 1837.

21. Cadet Bennett H. Hill, to be 2d Lieutenant, 1st July, 1837.

22. Cadet William H. French, to be 2d Lieutenant, 1st July, 1837.

29. Cadet Joseph Hooker, to be 2d Lieutenant, 1st July, 1837.

32. Cadet Arthur M. Rutledge, to be 2d Lieutenant, 1st July, 1837.

35. Cadet William H. Fowler, to be 2d Lieutenant, 1st July, 1837.

## SECOND REGIMENT OF ARTILLERY.

2. Cadet John W. Gunnison, to be 2d Lieutenant, 1st July, 1837.

3. Cadet Edwin W. Morgan, to be 2d Lieutenant, 1st July, 1837.

7. Cadet William W. Chapman, to be 2d Lieutenant, 1st July, 1837.

10. Cadet Lewis G. Arnold, to be 2d Lieutenant, 1st July, 1837.

14. Cadet Francis Woodbridge, to be 2d Lieutenant, 1st July, 1837.

16. Cadet Edward D. Townsend, to be 2d Lieutenant, 1st July, 1837.

20. Cadet Henry C. Pratt, to be 2d Lieutenant, 1st July, 1837.

24. Cadet John Sedgwick, to be 2d Lieutenant, 1st July, 1837.

28. Cadet William Armstrong, to be 2d Lieutenant, 1st July, 1837.

33. Cadet Arnold E. Jones, to be 2d Lieutenant, 1st July, 1837.

## THIRD REGIMENT OF ARTILLERY.

4. Cadet John Bratt, to be 2d Lieut., 1st July, 1837.

5. Cadet Braxton Bragg, to be 2d Lieutenant, 1st July, 1837.

6. Cadet Alexander B. Dyer, to be 2d Lieutenant, 1st July, 1837.

13. Cadet Robert P. Jones, to be 2d Lieutenant 1st July, 1837.

18. Cadet Jubal A. Early, to be 2d Lieutenant, 1st July, 1837.

23. Cadet George Taylor, to be 2d Lieutenant, 1st July, 1837.

26. Cadet George C. Rodney, to be 2d Lieutenant, 1st July, 1837.

34. Cadet Edward J. Steptoe, to be 2d Lieutenant, 1st July, 1837.

42. Cadet Randolph Ridgely, to be 2d Lieutenant, 1st July, 1837.

43. Cadet Francis O. Wyse, to be Brevet 2d Lieutenant, 1st July, 1837.

## FOURTH REGIMENT OF ARTILLERY.

9. Cadet Eliakim P. Scammon, to be 2d Lieutenant, 1st July, 1837.

12. Cadet Thomas Williams, to be 2d Lieutenant, 1st July, 1837.

15. Cadet A. Park Gregory, to be 2d Lieutenant, 1st July, 1837.

17. Cadet William T. Martin, to be 2d Lieutenant, 1st July, 1837.

19. Cadet Edmund Bradford, to be 2d Lieutenant, 1st July, 1837.

25. Cadet Joshua H. Bates, to be 2d Lieutenant, 1st July, 1837.

27. Cadet John C. Pemberton, to be 2d Lieutenant, 1st July, 1837.

31. Cadet Charles F. Wooster, to be 2d Lieutenant, 1st July, 1837.

## SECOND REGIMENT OF INFANTRY.

30. Cadet John M. Harvie, to be 2d Lieutenant, 1st July, 1837.

## FOURTH REGIMENT OF INFANTRY.

44. Cadet William G. Grandin, to be 2d Lieutenant, 1st July, 1837.

## SIXTH REGIMENT OF INFANTRY.

36. Cadet Samuel Woods, to be 2d Lieutenant, 1st July, 1837.

39. Cadet John B. S. Todd, to be 2d Lieutenant, 1st July, 1837.

41. Cadet Samuel D. J. Moore, to be 2d Lieutenant, 1st July, 1837.

46. Cadet William H. T. Walker, to be Brevet 2d Lieutenant, 1st July, 1837.

## SEVENTH REGIMENT OF INFANTRY.

38. Cadet Walter Sherwood, to be 2d Lieutenant, 1st July, 1837.

40. Cadet James R. Soley, to be 2d Lieutenant, 1st July, 1837.

45. Cadet Nevil Hopson, to be 2d Lieutenant, 1st July, 1837.

## III ... CASUALTIES, (23.)

## RESIGNATIONS, (17.)

## Captains, (5.)

Jesse B. Browne, 1st Dragoons, 30th June, 1837  
Matthew Duncan, 1st Dragoons, 15th June, 1837.

Henry S. Mallory, 2d Artillery, 20th June, 1837.  
J. B. F. Russell, 5th Infantry, 22d June, 1837.  
George W. Waters, 6th Infantry, 30th April, 1837.

## First Lieutenants, (4.)

Charles A. Fuller, 2d Artillery, 31st May, 1837.  
Joseph A. Smith, 3d Artillery, 30th April, 1837.  
Edwin Rose, 3d Artillery, 30th June, 1837.  
Joseph E. Johnston, 4th Artillery, 31st May, 1837.

## Second Lieutenants, (8.)

George W. Morell, Corps of Eng'rs, 30th June, 1837.  
Richard G. Stockton, 1st Dragoons, 30th April, 1837.  
Alfred Herbert, 1st Artillery, 30th June, 1837.  
Chris'r A. Greene, 3d Artillery, 30th April, 1837.  
Jonathan Freeman, 6th Infantry, 31st May, 1837.  
George H. Ringgold, 6th Infantry, 31st May, 1837.  
James G. Reed, 7th Infantry, 30th June, 1837.  
William H. Griffin, 7th Infantry, 30th April, 1837.

## TRANSFERS, (2.)

Lieutenant Colonel James Bankhead, of the 3d Regiment of Artillery, transferred to the 4th Regiment of Artillery.

2d Lieutenant James L. Donaldson, of the 3d Regiment of Artillery, transferred to the 1st Regiment of Artillery.

## DEATHS, (4.)

1st Lieutenant John F. Kennedy, 1st Artillery, 18th May, 1837.

1st Lieutenant Joseph W. Harris, 3d Artillery, 18th May, 1837.

2d Lieutenant Charles E. Kingsbury, 2d Dragoons, 9th June, 1837, Florida.

Ass't Surgeon Thomas R. Johnson, 11th July, 1837.

## DROPPED, (2.)

1st Lieutenant Nathaniel J. Eaton, 6th Infantry, 18th April, 1837.

2d Lieutenant Thomas McCrate, 1st Dragoons, 6th May, 1837.

3. The officers *promoted* and *appointed* will report according to their promotions and appointments, and join their proper stations and companies without delay; those on detached service, or acting under special orders and instructions, will report by letter to their respective Colonels.

4. The Graduates of the Military Academy, appointed Second Lieutenants in the several Regiments of Artillery, will repair to Fort Monroe, and there report to the commanding officer, agreeably to the provisions of "General Order," No. 43; those appointed in the other arms will, on the 1st day of August next, proceed to join their respective regiments, and report in person for duty; and by letter forthwith to their respective Colonels.

By ORDER OF ALEXANDER MACOMB,

MAJOR GENERAL COMMANDING IN CHIEF:

ROGER JONES, Adj't Gen.

## NAVY.

## ORDERS.

July 6—P. Mid. D. B. Ridgely, Rendezvous, Baltimore.

P. Mid. J. M. Frailey, do Phila.

Mid. J. N. Barney, Recg. ship, Baltimore.

Asst. Sur. R. T. Barry, Head Qrs. M. Corps.

S—P. Mid. F. Bartlett detached from Lexington.

## VESSELS REPORTED.

Brig Porpoise, Lt. Com. Wilkes, in the outer roads, Nantucket, 4th inst. and at Boston on the 6th.

Ship Erie, Com. Renshaw, and brig Dolphin, Comm'r. McKenney, arrived at Rio de Janeiro, from St. Catharines, a few days previous to 21st May, the former bound home.

Ship Natchez, Commander Mervine, was spoken the 20th ult. in lat. 26, 30, lon. 57, 20, with a brig and two schooners under convoy, bound to the westward.

## DEATHS.

At Baltimore, on the 11th inst. Asst. Surgeon THOMAS R. JOHNSON, of the army.

At Pensacola, on the 20th ult. MARY CHARLOTTE, infant daughter of the late Capt. A. W. THORNTON, of the U. S. Army, aged 19 months.

OFFICE OF COMMISSARY GENERAL OF SUBSISTENCE,  
Washington, July 1, 1837.

**S**EPARATE Proposals will be received at this office until the second day of October next, for the delivery of provisions for the use of the troops of the United States, to be delivered in bulk, upon inspection, as follows:

*At New Orleans.*

240 barrels of Pork  
500 barrels of fresh superfine Flour  
220 bushels of new white field Beans  
3500 pounds of good hard Soap  
80 bushels of good clean dry Salt.

*At the public landing, six miles from Fort Towson, mouth of the Chiemichi.*

240 barrels of Pork  
500 barrels of fresh superfine Flour  
220 bushels of new white field Beans  
3500 pounds of good hard Soap  
1600 pounds of good hard tallow Candles  
80 bushels of good clean dry Salt.

The whole to be delivered in all the month of April, 1838, and to leave Natchitoches by 20th February, 1838.

*At Fort Coffee, ten miles above Fort Smith, Arkansas.*

600 barrels of Pork  
1250 barrels of fresh superfine Flour  
550 bushels of new white field Beans  
8800 pounds of good hard Soap  
4000 pounds of good hard tallow Candles  
800 bushels of good clean dry Salt.

The whole to be delivered in all the month of May, 1838.

*At St. Louis, Missouri.*

600 barrels of Pork  
1250 barrels of fresh superfine Flour  
550 bushels of new white field Beans  
8800 pounds of good hard Soap  
4000 pounds of good hard tallow Candles  
800 bushels of good clean dry Salt.

*At Fort Crawford, Prairie du Chien, Mississippi river.*

120 barrels of Pork  
240 barrels of fresh superfine Flour  
110 bushels of new white field Beans  
1750 pounds of good hard Soap  
800 pounds of good hard tallow Candles  
40 bushels of good clean dry Salt.

The whole to be delivered by the 1st June, 1838.

*At Fort Snelling, St. Peters.*

240 barrels of Pork  
500 barrels of fresh superfine Flour  
220 bushels of new white field Beans  
3500 pounds of good hard Soap  
1600 pounds of good hard tallow Candles  
80 bushels of good clean dry Salt.

The whole to be delivered by the 15th June, 1838.

*At Fort Winnebago, on the Fox river, at the portage of the Fox and Ouisconsin rivers.*

240 barrels of Pork  
500 barrels of fresh superfine Flour  
220 bushels of new white field Beans  
3500 pounds of good hard Soap  
1600 pounds of good hard tallow Candles  
80 bushels of good clean dry Salt.

The whole to be delivered by the 1st June, 1838.

*At Fort Howard, Green Bay.*

240 barrels of Pork  
500 barrels of fresh superfine Flour  
220 bushels of new white field Beans  
3500 pounds of good hard Soap  
1600 pounds of good hard tallow Candles  
80 bushels of good clean dry Salt.

The whole to be delivered by the 1st June, 1838.

*At Fort Brady, Sault de Ste. Marie.*

120 barrels of Pork  
240 barrels of fresh superfine Flour  
110 bushels of new white field Beans  
1760 pounds of good hard Soap  
800 pounds of good hard tallow Candles  
40 bushels of good clean dry Salt.

The whole to be delivered by the 1st of June, 1838.

*At Hancock Barracks, Houlton, Maine.*

120 barrels of Pork  
240 barrels of fresh superfine Flour  
110 bushels of new white field Beans  
1760 pounds of good hard Soap  
800 pounds of good hard tallow Candles  
40 bushels of good clean dry Salt.

The whole to be delivered in December, 1837, and January and February, 1838.

*At New York.*

120 barrels of Pork  
240 barrels of fresh superfine Flour  
110 bushels of new white field Beans  
1760 pounds of good hard Soap  
40 bushels of good clean dry Salt.

*At Baltimore.*

120 barrels of Pork  
240 barrels of fresh superfine Flour  
110 bushels of new white field Beans  
1760 pounds of good hard Soap  
40 bushels of good clean dry Salt.

NOTE.—all bidders are requested to extend the amount of their bids for each article, and exhibit the total amount of each bid.

The periods and quantities of each delivery, at those posts where they are not specified, will be one-fourth 1st June, 1st September, 1st December, 1838, and 1st March, 1839.

The hogs, of which the pork is packed, to be fattened on corn, and each hog to weigh not less than two hundred pounds, and will consist of one hog to each barrel, excluding the feet, legs, ears, and snout.

Side pieces may be substituted for the hams.

The pork is to be carefully packed with Turk's Island salt, and in pieces not exceeding ten pounds each. The pork to be contained in seasoned heart of white oak, or white ash barrels, full hooped. The beans in water-tight barrels; and the soap and candles in strong boxes, of convenient size for transportation. Salt will only be received by measurement of thirty-two quarts to the bushel. The candles to have cotton wicks.

The provisions for Prairie du Chien and St. Peter's must pass St. Louis, for their ultimate destination, by the 15th April, 1838. A failure in this particular will be considered a breach of contract, and the Department will be authorized to purchase, to supply these posts.

The provisions will be inspected at the time and place of delivery; and all expenses are to be paid by contractors, until they are deposited at such storehouses as may be designated by the agent of the Department.

The Commissary General reserves the privilege of increasing or diminishing the quantities, or of dispensing with one or more articles, at any time before entering into contract; and also of increasing or reducing the quantities of each delivery one-third, subsequent to the contract, on giving sixty days' previous notice.

Bidders not heretofore contractors are required to accompany their proposals with evidence of their ability, together with the names of their sureties, whose responsibility must be certified by the District Attorney, or by some person well known to the Government; otherwise their proposals will not be acted on.

Advances cannot be made in any case, and evidence of inspection and full delivery will be required at this office before payment can be made, which will be by Treasury warrants on banks nearest the points of delivery, or nearest the places of purchasing the supplies, or nearest the residence of the contractors, at their option.

Each proposal will be sealed in a separate envelope, and marked "Proposals for furnishing army subsistence."

GEO. GIBSON, C. G. S.

July 6—tS20.

**JOHN SMITH--MERCHANT TAILOR,**  
*(LATE OF WEST POINT,)*

R EPECTFULLY begs leave to return thanks to the Officers of the U. S. Army for their liberal patronage, and to inform them that he has changed his place of business to 168 Pearl Street, New York, where he hopes, from his long experience and unremitting exertions, a continuation of their favors.

N. B. Orders forwarded with despatch.

July 1—1y